The Hong Kong Daily Press.

No. 4328 號八十二百二千四第 日八初月四閏 年未辛治同 HONGKONG, FRIDAY, 26TH MAY, 1871. 五拜禮 六廿月五英 港香 [PRICE $2½ PER [illegible]

Arrivals.

May 25, DONNAI, French str., 1,684, Rigodit, Marseilles 16th April, via Suez Canal, Aden, Galle 11th May, and Singapore 17th. General.—MESSAGERIES MARITIMES.

May 25, UNION, French bark, 496, Le Ballo, Saigon 12th May, and Cape St. James 16th, 12,500 piculs Rice.—GRUN & Co.

May 25, MIC MAC, Brit. ship, 1,127, Robinson, Shields December 18th, 1,600 tons Coal.—P. & O. Co.

May 25, AZOF, Brit. str., 480, J. S. Purchard, Foochow 21st May, Amoy 23rd, and Swatow 24th, General.—D. LAPRAIK & Co.

May 25, FONTENAYE, Brit. sh., 635, Taylor, Shanghai May 12th, Ballast.—GILMAN & Co.

May 25, ROBERT FLETCHER, Brit. bk., 550, Brown, Cardiff 4th January, 880 tons Coal.—SIEMSSEN & Co.

May 25, THOMAS WOOD, Brit. bk., 520, Gipson, Saigon 15th May, and Cape St. James 16th, 13,000 piculs Rice.—BOURJAU, HUBENER & Co.

Departures.

May 25, CHUKIANG, str., for Shanghai.
May 25, ACHILLES, str., for Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 25TH MAY.

Rifle, for Saigon.
Alcinous, for Saigon.
Neuhof, for Saigon.
Rhies, for Iloilo.
Charlotte Christian, for Yokohama.
Chukiang, str., for Shanghai.
Achilles, str., for Shanghai.

Passengers.

Per *Azof*, str., from East Coast,—Mr. Jacobson, 3 European seamen and 46 Chinese.

Per *Donnai*, str., from Marseilles, &c.,—
For Hongkong.
From Marseilles.—Capt. and Mrs. P. Limart, Mr. J. Limart, wife and 2 children, Mr. C. Tournelle and wife and 2 children, Mrs. Crowley, Mrs. Auseclin, Messrs. Gill, Toledo, Olguero, E. Montera, Villamasa, M. Poirier, Baure, J. M. Antiberos, Toris, Toulargo, Vastal, Pujol, F. Borrajo, Simonet, Pierrugues Ernst, Viguier and 1 other, Norberto Garcia, King, Pavia, Cadevilla, Urquiola.
From Singapore.—L'Abbe Vigroux.
From Saigon.—Mr. Kauffman and servant, 33 Chinese.
For Shanghai.
From Marseilles.—Mr. M. de Montjean and 3 Company's employed.
For Yokohama.
From Marseilles.—Mr. and Mrs. Gregolle, Messrs. Taubert and Meingard.
From Suez.—Mr. Culty.

The following passengers proceed by the P. & O. Co.'s steamship *Travancore*, to-day, at noon:—
For Singapore.—Messrs. A. Urquhart, Wm. Page, Dr. Lorimer, Lieuts. B. Wilson and B. du Dores.
For Gibraltar.—Mr. E. Jimener.
For Brindisi.—Messrs. F. E. Wright, C. Rainbow and E. Suenson.
For Southampton.—Messrs. F. F. Creery, A. C. Loggin, Trautmann, Batchelor, Mr. and Mrs. Scheibler, infant and native female servant.

Reports.

The British steamship *Tossed* reports heavy S.W. gales since leaving, with thick, dark gloomy weather and thick fog.

The British steamship *Azof* reports strong Westerly breezes prevailed during the early part of the passage with threatening appearances; passed the steamship *Kwangtung* off Dodd's Island on the 22nd instant. The latter part has been marked with light Southerly airs, and with considerable rain. The steamships *Glendarrock* and *Dionsed*, and ship *Mulleda* in Foochow. The steamship *Mars* in Amoy. The steamships *Peiho*, *Douglas*, *Micos*, *Norna* and H.I.C.M. gunboat *Cheu-to* in Swatow.

Auction Sales To-day.

LANE, CRAWFORD & Co.
Sundry Articles.

J. M. ARMSTRONG.
Household Furniture.

LAMMERT, ATKINSON & Co.
Land.

THE RENDITION CASE.

COPIES of CHIEF-JUSTICE SMALL'S TWO JUDGMENTS IN THE MATTER OF KWOK-A-SING, Can be obtained at the Office of this Paper. Price.....25 cents.
Hongkong, 26th May, 1871.

THE "ORIENTAL HOTEL," BOWLING ALLEY, AND BILLIARD ROOMS, *WELLINGTON STREET, HONGKONG,* ARE NOW OPEN TO THE PUBLIC. Under new Management.
Meals at all Hours.
Wines and Spirits of the best quality only.
A Good Reading Room.
Board and Lodging at Moderate Rates.
J. BAYNES,
Proprietor.
tf 596 Hongkong, 8th April, 1871.

JUST received, and for Sale, a few Hogsheads EDINBURGH ALE, OCTOBER BREW. Apply to J. R. WHITE.
7d 890 Hongkong, 24th May, 1871.

"Japan Mail" and "Japan Weekly Mail."

LANE, CRAWFORD & Co. having been appointed agents for the two above-named newspapers, are prepared to receive Advertisements and Subscriptions for the same.
Terms of Subscription, payable in advance: *Japan Mail*, $15 per annum; *Japan Weekly Mail*, $24 per annum.
tf 122 Hongkong, 19th January, 1871.

COAL AT SAIGON.

THE undersigned beg to inform the Public that they are prepared to supply Steamers with good AUSTRALIAN COAL, at $10 per ton, *delivered free alongside the Steamer.*
TAN KENG SENG,
and Bros.
tf 742 Saigon, 25th April, 1871.

NOTICE.

ESTATE OF T. G. DONALDSON, *Deceased.*

ALL persons indebted to, or having claims against the above Estate, are requested to communicate with
RICH. F. HAWKE,
One of the Executors.
tf 2245 Hongkong, 24th December, 1870.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. M. Bellios, Esq. | Wm. Lemann, Esq.
George F. Heard, Esq. | Julius Mencke, Esq.
George J. Holland, Esq. | S. D. Sassoon, Esq.
A. Joost, Esq.

Managers:—
Hongkong—James Greig, Esq., Acting Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum,
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Acting Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1052] Hongkong, 2nd January, 1871.

CHINA TRADERS' INSURANCE COMPANY *(Limited).*

A DIVIDEND of 16¼% (Sixteen and a half per cent.) has been declared on the net premia contributed by Shareholders to the above Company for the year ended October 31st, 1870.
Warrants may be had on application at the office of the Undersigned, No. 48, Queen's Road.
By order of the Board,
AUGUSTINE HEARD & Co.,
General Agents.
2m 556 Hongkong, 1st April, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE.

THE undersigned having resigned, Mr. N. J. EDE has been appointed Secretary to the above Society, and will take charge from this date.
By order of the Board of Directors,
ROBERT WATMORE,
Secretary.
tf 545 Hongkong, 31st March, 1871.

JOHN SKINKER, SAN FRANCISCO CALIFORNIA.
Successor to ROSMONT, GIBBONS & Co.,
Sold Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's, Earle Safety Fuse. [1y 589 April 6

HONGKONG STEAM BAKERY,
Office—Opposite the Oriental Bank.

MESSRS. D. NOWROJEE & Co., established in the year 1858, beg to inform their Customers and the public generally, that they have just set up a Steam Bakery in their premises, which has enabled them to reduce their rates, without interfering with the well known superior qualities of their Articles.
They are now enabled to offer their Bread and Biscuits of the best quality at following reduced rates:—

Square, Twist, Cottage, and French loaves	$0.07 per lb.
Soda and Cracker Biscuits, 6 lbs. tins	0.75 each.
12 " "	1.50 "
Butter and Sweet Biscuits	0.30 per lb.
Cabin Biscuits	0.07 "

NOTICE TO SHIPMASTERS.

CAPTAINS are invited to inspect the new steam machine-made Soda, Cracker, Cabin and Ship BISCUITS, at the lowest rates.
D. NOWROJEE & Co.
tf 1431 Hongkong, 2nd August, 1870.

NOTIFICATION.

NIUCHUANG LIGHTSHIP.

NOTICE is hereby given, that a temporary Lightship, painted black, with three lower masts standing, will be moored outside the Bar at Niuchwang as early as possible, not later than the first of May next, on the following bearings:
Tower Hill S.S.E. distant 16½ miles, and the outer Bar Buoy N.E. by E. ¼ E. 4 miles.
The vessel will be distinguished, from sunset to sunrise, by two bright lights one above the other, at the starboard fore yard arm, shewn from two ordinary mast head lanterns, visible about 3 miles in clear weather.
T. G. LUSON,
Acting Commissioner of Customs.
Custom House,
Niuchuang, 18th April, 1871. [1m 778

HUGH PIERCY AUSTIN.

ALL Persons having claims against the above estate are requested to send them in on or before the 1st day of October, 1871, to the undersigned.
J. GARDINER AUSTIN,
Colonial Secretary, Administrator.
tf 816 Hongkong, 11th May, 1871.

GREAT NORTHERN TELEGRAPH, CHINA AND JAPAN EXTENSION COMPANY

FROM this date the above Company will transmit messages written in the Chinese language.
Rates between Hongkong and Shanghai:—
20 Characters.....$6
10 Characters.....$4
For every additional 10 Characters.....$3
For particulars, apply to the Telegraph Offices in Hongkong and Shanghai.
E. SUENSON,
General Agent.
1m 883 Hongkong, 22nd May, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS, situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

WANTED,
A HOUSE or portion of a HOUSE on the Praya Grande, or other good situation, in Macao. If furnished it would be preferred. State terms and situation to A. G., *Daily Press* Office.
682 Hongkong, 22nd April, 1871.

THE TOURISTS' GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

FOR investment on Mortgage of good landed security about $4,500 of Trust money.
Apply to T. G. LINSTEAD, Esq.
tf 471 Hongkong, 13th March, 1871.

Intimations.

THE CHINESE INSURANCE COMPANY, (LIMITED).

CAPITAL—1,500,000 DOLLARS, IN 1,500 SHARES OF 1,000 DOLLARS EACH.

PAID UP CAPITAL 300,000 DOLLARS.

Directors.
W. H. CORDIT, Esq., (Messrs. Smith, Archer & Co.)
E. R. BELLIOS, Esq.
GEO. CRICHTON, Esq., (The Borneo Company, Limited.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. A. HITCHCOCK, Esq., (Messrs. Olyphant & Co.)
And Two Chinese merchants to be selected by the native shareholders after the allotment of shares.

Bankers:
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

HEAD OFFICE—HONGKONG.

General Agents—Messrs. OLYPHANT & Co.

Agents:—

Amoy	Messrs. H. A. PETERSEN & Co.
Canton	" OLIPHANT & Co.
Chefoo	" FERGUSSON & Co.
Chinkiang	" J. M. CANNT & Co.
Foochow	" OLYPHANT & Co.
Hakodadi	" HOWELL & Co.
Hankow	" EVANS & RAINBOW.
Hiogo	" SMITH, BAKER & Co.
Kiukiang	" R. FRANCIS & Co.
Manila	" FINDLAY RICHARDSON & Co.
Nagasaki	" HOLME, RINGER & Co.
Ningpo	" J. S. HUDSON & Co.
Penang	" SANDILANDS, BUTTERY & Co.
Saigon	" A. G. HOGG & Co.
San Francisco	Wm. N. OLMSTED, Esq.
Shanghai	Messrs. OLYPHANT & Co.
Singapore	THE BORNEO CO. LIMITED.
Swatow	Messrs. DIRCKS & Co.
Tientsin	JOHN HANNA, Esq.
Yokohama	Messrs. SMITH, ARCHER & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its shares allotted, will be prepared to grant Policies on Marine Risks to all parts of the World, at current rates, on and after 1st May next.
In addition to the usual brokerage, Thirty-three and one-third per centum (33⅓%) of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premium paid by them.
OLYPHANT & Co.,
General Agents.
tf 707. Hongkong, 25th April, 1871.

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average	*f.p.a.*
From Canton	Tea,	24 %	14 %
Macao	Silk,	2 %	1½%
" Hongkong	Other Merchandize,	2½%	1½%

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.
N. J. EDE,
Secretary, Union Insurance Society of Canton.
J. KENNARD DAVIS,
Agent, North China Insurance Company.
RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.
AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.
WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.
OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

PATENT SLIP DOCK, *WEST POINT, HONGKONG.*
A. MACDONALD & CO.,
SHIPWRIGHTS, ENGINEERS, BOILER MAKERS, AND FOUNDERS.

HAVE added to their Establishment a Machine Shop of New Tools, comprising one 25-in., one 12-in., and one 8-in. Turning and Screw Cutting LATHE, Shaping MACHINES, Drilling, Punching, and Shearing MACHINES and Plate ROLLERS, also a CUPOLA, for Casting Brass and Iron of all description.
They are also prepared to DOCK SHIPS and RE-METAL at 30 CENTS PER SHEET.
A. MACDONALD & Co.
Proprietors.
tf 550 Hongkong, 1st April, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 236 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK,
RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Wood, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
THE SUPERINTENDENT.
The list of Charges for lighting or re-metalling vessels can be obtained from
Messrs. DE SILVEN & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Room, *Queen's Road,*
THIS DAY,
the 26th instant, at noon,—
An Invoice of Coward's OILMAN'S STORES, comprising PICKLES, SAUCES, SALAD OIL, VINEGAR, MUSTARD, Tart FRUIT, OLIVES, CAPERS, CURRANTS, Candied PEEL, JAM, JELLIES, RAISINS, OATMEAL, BLOATERS, MACARONI, a few Cases Cheddar CHEESE.
BUTTER, in 2 lbs., 4 lbs., and 6 lbs. Tins.
White LINEN, HUCKABACK, EAU DE COLOGUE, Scotch CAPS, Toilet SOAP, ACCORDIANS, COMBS, BRUSHES, Cotton SOCKS, 11 Cases Pints Sparkling HOCK, 17 Cases Champagne CIDER, 1 Barrel CIDER, 40 Cases MATCHES, a few Cases Sporting GUNPOWDER in Tins, Sundry STOOLS, DESKS, TABLES, and other Office FURNITURE, 15 Cases Dinner SHERRY, 10 Cases 2 lbs. Tins Preserved MEATS, &c., &c.
904 Hongkong, 26th May, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at No. 49, Wyndham Street,
THIS DAY,
the 26th day of May, 1871, at 2 P.M.,—
The whole of the HOUSEHOLD FURNITURE, comprising TABLES, CHAIRS, COUCH, PIER GLASSES, WARDROBES, CLOCKS, PICTURES, SIDEBOARD, WHATNOTS, BEDSTEAD, GLASSWARE, PLATED WARE, CROCKERY, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
871 Hongkong, 20th May, 1871.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction,
THIS DAY,
the 26th May, 1871, at 2 o'clock P.M., on the ground,—
All that parcel of LAND with the buildings erected thereon, registered as Marine Lot No. 11 B, and situate in Jervois Street, measuring on the South and North 14½ feet, and on the East and West 61 feet. The Ground Rent is $39, per annum. The Buildings are at present occupied by the Hip-loong piece-goods firm, at a rental of Fifty-five Dollars per month.
TERMS OF SALE.—One-third of the purchase money after the fall of the hammer, and the remainder after transfer in Mexican Dollars weighed at 7.1.7. Expenses of transfer to be borne by purchaser.
861 Hongkong, 17th May, 1871.

BOOK AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
TO-MORROW,
the 27th May, 1871, at 2 P.M.,
At his Sales Rooms, Queen's Road,—
The LIBRARIES of the late J. O. WHITE, Esq., Barrister at Law, and F. I. HAZELAND, Esq., late Crown Solicitor.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
868 Hongkong, 10th May, 1871.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at No 5, West Terrace, on
MONDAY,
the 29th instant, at 2 P.M.
The whole of the Elegant HOUSEHOLD FURNITURE, GLASSWARE, Silver Table WARE, &c., &c., &c., the property of a gentleman retiring from housekeeping, viz.:—
Drawing room CHAIRS, Easy CHAIRS and COUCHES, Mantel-piece MIRROR, PICTURES, CARPETS, Lace Window CURTAINS, Parlant and Bronze STATUETTES, Japanese VASES, a Dining TABLE, SIDEBOARD, WHATNOT, Dinner and Dessert SERVICES, GLASSWARE, a lot of Silver Table WARE, BEDSTEADS, WARDROBES, CHESTS of DRAWERS, Toilet TABLES and WASHSTANDS, Shanghai Bath TUBS, a CLOCK, &c., &c., &c.
And,
At 3 o'clock,—
A really good Basket CARRIAGE with China PONY, Silver-mounted HARNESS and Suit of CLOTHING, complete.
(Catalogues will be issued).
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
867 Hongkong, 23rd May, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at No. 27, Wyndham Street, on
TUESDAY,
the 30th day of May, 1871, at 2 P.M.,
(The property of a Gentleman leaving the Colony),—
The whole of the HOUSEHOLD FURNITURE, comprising English-made Drawing-room SUITES, CHAIRS, COUCHES, SIDEBOARD, BEDSTEAD, PIER GLASSES, CLOCKS, ENGRAVINGS, CARPETS, Dinner, Dessert and Breakfast SETS, PLATED WARE, GLASSWARE, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG.
Auctioneer.
903 Hongkong, 25th May, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to offer for sale at Public Auction, on
TUESDAY,
the 6th day of June, 1871, at his Sales Rooms, Queen's Road, at 12 o'clock, (unless previously disposed of by private sale),—
All that Piece or Parcel of GROUND, situated at Macao, and known as the Hill of *Bom Jesus* or *Alto Vista*. The Estate contains nearly 114,000 superficial feet, and forms the best site for building purposes in Macao, having ample space for two large Houses, with separate Gardens, Croquet Lawns, Out Houses, &c., &c.
There is a large supply of Cut Stone and First Rate Building Materials now on the Ground.
Plan of the Estate, showing the disposition of the Ground and how it may be utilized, with plan of House, &c., are in the hands of Messrs. RAWLING, MEDLEY & Co., Architects, who are prepared to give any information required on the subject.
TERMS OF SALE.—One-third of the purchase money to be paid on the fall of the hammer, and the balance on transfer, the expenses of which to be paid by the purchaser.
J. M. ARMSTRONG,
Auctioneer.
868 Hongkong, 3rd May, 1871.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery, (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.
Note.—The Specific Gravity of Takasima Coal is 1.245; it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong.
NORTON, LIVALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

Intimations.

INSURANCE

OCEAN STEAMSHIP COMPANY.

IF required by shippers at time of making Freight engagements, Certificates of Insurance against Tea or Silk may be obtained from the Undersigned, on first-class English Companies, to the amount agreed upon at following rates, *by any steamers of the above Company.*
H'kong to London, } on Tea with average, 45/s.
Canton do. } per cent., f. of a. 35/s.
Macao do. } on Silk with average, 22/6 per cent.
Subject to a discount of 15 per cent.
BUTTERFIELD & SWIRE,
Agents.
tf 884 Hongkong, 22nd May, 1871.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

MR. J. B. COUGHTRIE having been appointed Secretary of the above-named Company, will assume charge from this day.
By order of the Board,
N. J. EDE,
Secretary.
tf 558 Hongkong, 1st April, 1871.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE, with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Plotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 894 Hongkong, 24th May, 1871.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 F, Praya West,
Next to the P. & O. Coal Stores.
tf 1631 HONGKONG. [Sept. 15

TO LET,
With immediate possession.
THE three storied House, No. 6, in Hollywood Road, next to the Hotel d'Europe.
For particulars, apply to
DAVID SASSOON, SONS & Co.
tf 900 Hongkong, 25th May, 1871.

TO LET.

THE Old Custom House, opposite Messrs. RUSSELL & Co.'s hong, very suitable for business purpose. Apply to
ROZARIO, MARCAL & Co., *Foochow.*
or P. A. DA COSTA, Esq., at Messrs. A. HEARD & Co., *Hongkong.*
1m 893 Foochow, 22nd May, 1871.

TO LET.

A TWO-STALL STABLE and COACH HOUSE, in Seymour Road. Apply to
G. FALCONER & Co.
tf 838 Hongkong, 11th May, 1871.

TO LET.

THAT commodious family RESIDENCE, in Chancery Lane, (at present in the occupation of W. H. BERRYTON, Esq.), containing 10 Rooms, Out Offices, with a 4 Stall Stable and Coach House. Possession can be had on 1st June. Apply to
G. FALCONER & Co.
tf 769 Hongkong, 5th May, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET.
(With possession on the 1st May next).
THAT commodious Dwelling HOUSE in Chancery Lane, at present in the occupation of Mr. E. ENCARNACAO.
For particulars, apply to
C. A. OZORIO, Jr.,
No. 38, Queen's Road.
tf 618 Hongkong, 11th April, 1871.

TO LET,
With possession early in April.
THAT very desirable RESIDENCE, Glanseakin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET,

THE Commodious GODOWNS, Business PREMISES and RESIDENCE, formerly occupied by Messrs. MELCHERS & Co., situated at the junction of Graham and Wellington Streets.
Gas and Water laid on. Possession may be taken in March next. Apply to
T. G. LINSTEAD.
tf 182 Hongkong, 30th January, 1871.

TO LET.
(With possession on 1st January, 1871).
THAT very desirable BUNGALOW, situate at *Pokfoulum*, and known as "BELMONT," at present in the occupation of J. MEHNE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO BE LET.

THE commodious Offices and Godowns formerly in the occupation of Messrs. HOLLIDAY, WISE & Co., situated on Marine Lot 11, and fronting the Praya. Possession can be had on 1st April next.
For particulars of rent, &c. Apply to
TURNER & Co.
tf 76 Hongkong, 13th January, 1871.

TO BE LET.
With possession on or after the 1st July next.
THE PREMISES, at present occupied by Messrs. W. PEACOCK & Co., situated Queen's Road Central.
For particulars, apply to
WM. PUSTAU & Co.
tf 588 Hongkong, 5th April, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchai. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piecle capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

TO LET.

THAT large and commodious HOUSE, No. 14, Arbuthnot Road, lately occupied by Mr. H. C. CALDWELL. Water and Gas laid on. Apply to
J. A. DE CARVALHO.
29d 760 Hongkong, 3rd May, 1871.

TO LET.

THE HOUSE, No. 5, *West Terrace.* Possession from 1st March, 1871. Apply to
THOMAS WALLACE,
East Point.
tf 324 Hongkong, 17th February, 1871.

Intimations.

FOR SALE.

Ex "Belted Will," "Cornuvia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins.*
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders, in quarts and pints.
Duff Gordon's SHERRIES, different scale.
Superior Old Vintage PORT.
Hennessy's BRANDY, 1 star and 3 stars.
AVA GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
PRIME DANISH BUTTER, in 7 lbs. Tins.
Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENIER'S CHOCOLATE, *yellow, brown,* and *pink.*
At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3.50 upwards.
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOCK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynaud FOKINKS, double Orange CURACOA.
At LAMMERT, ATKINSON & Co.
tf 907 Hongkong, 25th May, 1871.

THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that pursuant to the provisions of Article No. 7 and Article No. 54 of the Articles of Association of the Company, an Extraordinary MEETING of Shareholders will be held at the registered office of the Company, situate at Victoria, Hongkong, on MONDAY, the 29th day of May instant, at the hour of three o'clock in the afternoon, for the purpose of passing a special Resolution increasing the Capital of the Company by the sum of Fifty thousand Dollars of Hongkong currency ($50,000), such increase to be effected by the issue of Five hundred additional shares of One hundred Dollars of the like currency ($100) each.
Dated the 15th day of May, A.D., 1871.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
143 85] *General Agents.*

THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that in compliance with the requirements of Section No. 50 of the Company's Ordinance 1865, an Extraordinary General MEETING of the Shareholders of the Company will be held at the registered office of the Company, situate at Victoria, Hongkong, on MONDAY, the 12th day of June next, at the hour of three o'clock in the afternoon, for the purpose of confirming such special Resolution as may be passed at the Meeting called for that purpose on the 29th day of May, 1871.
Dated the 15th day of May, A.D., 1871.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
28d 854] *General Agents.*

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 5th April, 1871. [tf 385

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

GOVERNMENT NOTIFICATION.

No. 77.

TENDERS will be received at the Colonial Secretary's Office until noon on TUESDAY, the 30th instant, for the making up of the undermentioned Summer Clothing, for the use of the Police Department, viz:—
32 Tunics, White Duck, for Inspectors.
32 pair Trousers, do. do.
250 Tunics, White Duck, for Europeans.
250 pair Trousers, do. do.
8 Tunics, White Duck, for Jemadars, &c.
8 pair Trousers, do. do.
Security of $500 required. Clothing to be delivered in three weeks time from acceptance of Tender.
By Command,
J. GARDINER AUSTIN,
Colonial Secretary.
Colonial Secretary's Office,
18th May, 1871. [1w 885

NOTICE.

ESTATE OF DR. H. C. STEWART, *Deceased.*

ALL persons having Claims against, or indebted to, the above Estate, are requested to communicate with the undersigned.
WM. STANLEY ADAMS, M.D.,
Bowman's Hospital, Hongkong,
One of the Executors.
tf 595 Hongkong, 8th April, 1871.

FOR SALE, TO ARRIVE.

988 TONS "Thomas Merthyr" Steam COAL, per Clipper ship *Lahloo*, sailed from Cardiff 25th February, 1871.
Apply to
GILMAN & Co.
2w 843 Hongkong, 15th May, 1871.

Intimations.

NOTICE.

TO-MORROW, the 27th instant, will be observed as a holiday by the undermentioned Banks, in commemoration of the anniversary of the Birthday of H.M. the Queen.
For the ORIENTAL BANK CORPORATION,
JAS. BERWICK,
Acting Manager, Hongkong.
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA,
E. ARTHUR,
Manager, Hongkong.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
M. W. BOYD,
Acting Manager, Hongkong.
For the COMPTOIR D'ESCOMPTE DE PARIS, HONGKONG AGENCY,
J. POIRIER,
Manager.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JAMES GREIG,
Acting Chief Manager.
For the NATIONAL BANK OF INDIA,
JAS. CAMPBELL,
Acting Manager.
For the AGRA BANK, LIMITED,
H. HUGHES,
Manager.
5d 886 Hongkong, 23rd May, 1871.

NOW READY.

BOUND VOLUMES of the TRADE-REPORT for the year 1870. Price $10:—Apply at the *Daily Press* Office.
Hongkong, 1st February, 1871.

The delivery of the *Daily Press* from this office commenced on Thursday morning at 10.05, and the last messengers left the office at 10.30.

The Daily Press

HONGKONG, MAY 26TH, 1871.

THE various evidence which has been elicited with regard to the *Dolores Ugarte* affair, throws new and important light upon the coolie tragedies which from time to time occur. The point which is most inexplicable to ordinary understandings, is what motive can induce the coolies to take so desperate a step as immolating themselves in a burning ship. Judging from analogy with our own feelings, we have come to regard such acts as evidence of a despair of the deepest nature, and have looked upon it as a collateral proof that the majority, if not the whole of the men, have been kidnapped and forced into slavery. It appears, however, that this conclusion is only in part correct, and that these tragedies are to be explained in a way which is more in consonance with our experience of human nature. Except under circumstances utterly unbearable, hope will bear men up, and it is inconceivable that so long as life was endurable at all a large number of men would voluntarily consign themselves to so horrible a death as being burnt alive in the hold of a vessel. What appears to be the fact, judging from the testimony given with regard to the recent occurrence, is that in such cases there are two parties among the coolies, the one consisting of desperate characters, who desire to murder the crew and captain, and, in fact, to go to any lengths, and the other of men, who, though some of them are unwilling emigrants, are resigned to let things take their course. The desperate men, who in many instances go on board the coolie ship for the express purpose of getting up a mutiny, are easily able to coerce and intimidate the others, and thus to prevent any knowledge of what is under contemplation coming to the captain of the vessel. At times however, those who are in favour of keeping the peace endeavour to do so by putting the master on the alert, and so frustrating the design of a rising; and in such cases, the rascals who have gone on board only with the idea of getting up the disturbance, and with no notion of being taken away to foreign parts, become desperate, and a catastrophe such as the burning of the ship frequently follows.

That this was the nature of the affair in the present instance, there appears to be very little doubt. From the first, a portion of the men down in the hold showed themselves anxious to prevent the burning of the ship, but they were overcome by others. It is probable that the desperate action was really not intended to go to the extent which it did. The idea apparently was that by kindling the fire an opportunity would have been afforded for rising and murdering the crew; and that, this being accomplished during the panic, it would have been possible easily to put the fire out. The extremely combustible nature of the oils and paints in the store room, and the dryness of the wood, caused the conflagration to spread with the greatest rapidity, and it was this which in all likelihood defeated the original design. Taking all the testimony given into consideration, there appears hardly room to doubt that, had the hatches been opened, the whole of the Europeans would have been murdered; and, however harsh the step was, it is not surprising that with the instinct of self-preservation, no one on board should have dared to let the unfortunate men out. Thus the horrible tragedy of over six hundred men being burnt in the hold of the vessel, was brought about apparently by the designs of a few deep-dyed scoundrels; and it is a fearful consideration that there is every likelihood the recent decision of Chief Justice SMALE, in the KWOK A SING case, did much to encourage these ruffians in their desperate design; while, on the other hand, it is likely that the terror of the captain lest an outbreak should take place, which caused him to place a number of men in irons the day after leaving Macao, and so hasten the rising that was contemplated, went far towards bringing about the horrible catastrophe. It seems perfectly clear that panic had much to do with the affair. On the first symptoms of insubordination, the harshest measures were adopted, and desperation thus engendered. This is precisely what we predicted would be the effect of such a judgment as that in reference to KWOK-A-SING; or more accurately speaking, the result has far exceeded even what we foreshadowed. Our words were: "If a shelter be given in Hongkong to coolies who rise and murder the captains and crews of the vessels in which they are carried, what will be the result? Not that other men will be deterred from carrying coolies, but that the trade, bad as it is, will become worse; the men carrying it on, desperate as they are, more desperate. The one criminal who was before the Court may be saved; but let there be in the next coolie ship that sails from Macao but the slightest sign or symptom of a rising—but a gesture, but a word—and fifty men perhaps innocent of any evil intent will be murdered on the spot, and little or nothing ever heard of the circumstance in Hongkong or in any civilized place." Anyone reading the evidence which has been given regarding the *Dolores Ugarte* case must feel convinced that the panic on the part of the captain and crew at the first symptoms of outbreak had much to do with the desperate turn which matters took. There was a quarrel about a trivial affair regarding the food, and signs of insubordination were shown. Straightway all the men are forced down into the hold; pistol shots are fired, and ere along the ship is in flames. Upon the encouragement which the KWOK-A-SING judgment must give to desperadoes to endeavour to capture coolie ships, it is needless to dilate. These reprobates will now feel that they can always find a safe asylum in Hongkong, and the likelihood is that not a single coolie ship will leave Macao without some desperate occurrence taking place. No doubt, this will at last put an end to the traffic. But what responsibility rests upon the Judge, who has made this the means by which this end shall be attained! How many innocent victims, not only among Europeans, but among the Chinese, who are made the tools of rascals willing to take any risks for the sake of gain, will be made before humanity becomes sufficiently outraged to force steps to be taken to suppress the trade altogether? If the end in view be at last attained, it will be so only at the cost of barbarities and horrors far more extensive, and far more revolting than any that have yet occurred; and the responsibility of this will be directly traceable to the decision respecting KWOK-A-SING.

A meeting of the Legislative Council is to take place on Monday, 29th inst., at 2 p.m.

A great deal of inconvenience was caused yesterday by the closing of the French Mail for the North at 7 p.m., thus only allowing a few hours for the whole of the business of the merchants to be transacted. This seems rather strange after the protest which was made some time ago by the Chamber of Commerce, to which it was understood the Company promised to pay attention. It is possible that the responsibility of this rests with the Post-Office, but it ought to be known clearly to whom the public is indebted for the annoyance.

Messrs. A. G. Hogg & Co.'s Saigon Circular of the 21st inst., states: Supplies of Rice from the interior have come but slowly during the month, and prices remained steady at $1.57 to $1.58 per picul for round, and $1.51 to $1.52 for long grain. The demand being rather limited, owing partly to the scarcity of Tonnage, prices declined slightly, and would have still further receded, but for the arrival of the *Shaftesbury*, bringing advices of an advance in the price of Rice of 20 cents per picul in Hongkong, which caused a good deal of excitement in our market, and suddenly sellers raised their rates to $1.80 to $1.82 for round, and $1.72 to $1.74 for long grain, which figures would have been maintained, but the *Wm. Miller*, also from Hongkong, arrived a few hours afterwards, reporting a considerable fall in the Hongkong Rice market, which caused rates here to recede as rapidly as they had advanced. We now quote Round grain at $1.68 to $1.70, and Long grain at $1.62 to $1.64 per picul, the market closing firmly at these figures. Export from 25th April to 25th May, 1871:—For Hongkong 517,074 piculs, for Amoy 13,600 piculs, for Macao 5,800 piculs, for Yokohama 53,450 piculs, for Singapore 16,100 piculs, Falmouth, f.o., 10,000 piculs; Total 616,624 piculs. Preceding months 1,937,685. Total from 1st Jan. to date, 2,554,309 piculs.

LATE TELEGRAMS.

The following telegrams are brought on by the French mail. Some of them refer to matters already reported, but give fuller details:—

The following is the result of the race for the 2,000 guineas stake:—
Mr. Johnstone's Bothwell 1
" Blaydon's Sterling 2
" Merry's King of the Forest 3
From Reuter's Telegrams in the Ceylon Observer.

LONDON, 5th May.

The Republican League has addressed an urgent demand to the Commune and M. Thiers for a truce of 20 days.

General Cluseret has been arrested.

Versailles troops have unmasked a formidable battery at Montretout, threatening Auteuil, Point du Jour, and Passy.

Cannonading continues around Issy. Nothing further of importance has transpired.

In the House of Commons last night a long discussion took place on a motion by Mr. MacCullagh Torrens to fix the Income Tax at five pence. Mr. Goschen and Mr. Gladstone opposed it, and declared they were averse to any loan. Mr. Gladstone warmly attacked the Conservatives. Mr. Disraeli replied, denouncing the Government, who he said were embarrassed and defeated. Mr. MacCullagh Torrens' motion was ultimately rejected by 294 votes against 249.

BRUSSELS, 5th May.

M. Jules Favre has gone to Frankfort to settle the difficulties which arose during the recent peace negotiations.

LONDON, 6th April.

A telegram from Constantinople states that the result of the Mission of the Sultan's Chamberlain to the Khedive of Egypt has dissipated the misunderstanding. The Khedive goes soon to Constantinople to assure the Sultan verbally of his fidelity.

VERSAILLES, 6th May.

Sharp engagements have taken place this night in the trenches uniting Issy and Vanves.

Several insurgents have been made prisoners. A decree of the Commune names General Rossel as Commander-in-chief.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

(The substance of the portion of the following telegram relating to the difference between Prussia and Denmark has already been given; but the wording was vague in consequence of some omissions, which are now supplied:—]

LONDON, 9th May.

The *Times* publishes a telegram from Copenhagen stating that a difference has arisen between Denmark and Prussia in consequence of emigrants from Schleswig to Denmark having been called to their military districts for 45th May.

The Versailles troops have captured and occupied Fort Issy.

A motion of Major Anson favoring the immediate return to regulation value commissions has been rejected by 250 against 197 votes.

The Albert Arbitration Bill has passed the Commons Committee.

COMMERCIAL INTELLIGENCE.

MAY 25TH, EVENING.

A good amount of business has been done in Bengal drug, Patna at $585 cash, $590 on credit; Patna, on three weeks' time to arrive, at $590 to $592½. Benares held for $560 cash, but only a few chests changed hand. Malwa at $640, on credit.

MAY 26TH, MORNING.

No change at present in the drug holders, however, are firm; the French mail *Donnai* has brought about 285 chests Bengal.

EXCHANGE.

ON LONDON.—
Bank Bills, at 3 months' sight,—
Bank Bills, at 6 months' sight, 4/4½
Credits, at 6 months' sight 4/5½
Documentary Bills, at 6 months' sight 4/4½
Bank Bills on demand, ... 4/5½
ON NEW YORK —
Private, 5 months' sight.....
ON BOMBAY.—Bank, 3 days' sight 229½
ON CALCUTTA.—Bank, 3 days' sight 229½
ON SHANGHAI.—
Bank, 3 days' sight..... 73½
Bank, 15 days' sight..... 73½
Private, 30 days' sight..... 74

SHARES.

Hongkong Bank Shares, Old—38½ per cent. premium.
Hongkong Bank Shares, New—32 per cent. premium.
Union Insurance Society of Canton, new shares—$1,500 per share premium.
China Traders' Insurance Company's Shares—$2,500 per share premium.
China and Japan Marine Insurance—Tls. 54 per share premium.
Chinese Insurance Company.—$75 per share premium.
Hongkong Fire Insurance Company's Shares—$275 per share premium.
China Fire Insurance Company's Shares—$50 per share premium.
Victoria Fire Insurance Company's Shares—$40 per share premium.
Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—40 per cent. prem.
Shanghai Steam Navigation Company—Tls. 30 per share premium.
China Sea, Saigon, and Straits Steamship Company—par nominal.
China and Straits Steam Navigation Company—20 per cent. discount.
Hongkong Gas Company's Shares—$60 per share.
Hongkong Hotel Company's Shares—65 per cent. discount.
Hongkong Distillery Company—10 per cent. premium, nominal.
Inda-Chinese Sugar Company—$8 per share, discount.

SALES ON MAY 25TH, 1871.
As reported by Chinese.

Saigon Rice, 4,000 piculs, at $2.11, by Fookmow-loong to Hongkong merchant.
Saigon Rice, 5,000 piculs, at $2.05, by Fookmow-loong to Hongkong merchant.
Rice, 6,000 piculs, at $2.15, by Wing-sheong-shun Hongkong merchant.
White Sugar, 513 piculs, at $6.40, by Wing-cheong-shun to Hongkong merchant.
White Sugar, 100 piculs, at $5.40, by Wing-cheong-shun to Hongkong merchant.
White Sugar, 226 piculs, at $6.20, by Wing-cheong-shun to Hongkong merchant.
White Sugar, 200 piculs, at $6.00, by Wing-cheong-shun to Hongkong merchant.
Bombay Cotton, 38 bales, at $14.25, by Parsee merchant to Chuechow merchant.
Bombay Cotton, 26 bales, at $15.25, by Parsee merchant to Tai-hing.
Calcutta Cotton, 33 bales, at $13.00, by Parsee merchant to Man-hing.
Calcutta Cotton, 38 bales, at $13.00, by Parsee merchant to Kwong-hong.

NEWS FOR THE ENGLISH MAIL.

THE COOLIE TRAFFIC.

(*Daily Press, May 15.*)

WHILE the question of the coolie traffic is occupying so much of the public attention, it may be desirable to note the main arguments in favour of strong action being taken by the Great Powers for the suppression of the trade as it exists at Macao, as there can be little question that the strongest arguments for not interfering with it will be advanced when the subject comes forward for official discussion, as will no doubt be the case when the details of the *Dolores Ugarte* affair come to the knowledge of the Home Authorities, following, as the news will, the little less tragic affair of the *Nouvelle Penelope*. It may with some plausibility be represented that the terrible catastrophes which from time to time occur are not any necessary part of the traffic, but result from the unscrupulous conduct of a few native desperadoes, who are willing to run any risks for the chance of plunder, and who before setting fire to ships make careful arrangements to secure their own escape. It may be further contended that the reports with respect to the men being kidnapped are much exaggerated, and that mutinies such as that on board the *Nouvelle Penelope* have often no connection either with kidnapping on shore or ill-treatment on board the vessel; but also result from desperate rascals who get up the mutinies for the sake of plunder. Lastly, it may be argued that although in some instances subject to abuse, the emigration of coolies from so over-populated a country as China is upon the whole a very great advantage; and that it will be an error to put down the whole traffic in consequence of abuses occasionally arising in connection with it.

Such is a fair outline of the arguments commonly advanced in favour of non-interference with the coolie traffic; and it is highly important impartially to canvas them, and to ascertain whether they really form valid grounds for abstaining from summarily suppressing the glaring abuses in connection with it. These arguments, it cannot be denied, have considerable weight, and indeed are such as could not be gainsaid in any ordinary case. It is quite true that in the large majority of cases where either a vessel is burnt or where the coolie mutiny, the great body of the men have nothing to do with the matter. In such horrible cases as those in which the vessel is burnt under the coolies, it is impossible to believe that this results from combined action; as the most desperate men would assuredly not combine to free themselves from an existence not utterly intolerable, by resorting to so desperate a measure as burning the vessel under themselves, with the certain knowledge that the large majority of them would meet the most horrible death. If they wished to make away with themselves when they found that life was intolerable at the place of their destination, they could find means then to do so, and would not anticipate matters by so desperate an act. As to mutinies where the Captains and crews of vessels are murdered, it is notorious that the large bulk of the coolies are merely made the tools of designing men; and that the outbreaks are not commonly a spontaneous rising for the re-assertion of liberty, though they are commonly represented in that light. In respect to the kidnapping, there is also no doubt much exaggeration. Some of the coolies are unquestionably kidnapped; but others go abroad voluntarily; while a third class stand between these two, and, although not willing to emigrate, have been induced by the offer of a small amount of ready cash to agree to do so, hoping that by some fortunate accident, such as success at gambling, they may be able to get themselves off and have a substitute provided. All this is perfectly true; and, in the face of it, it might be thought that whatever arguments may be brought against the coolie traffic, they go only so far as pointing to the necessity of regulating, not of suppressing it. This is the more likely to be thought the case when the undoubted advantages that will accrue from Chinese labourers being taken to places where there is a demand for their work, provided that when they reach their destination they are reasonably treated, are taken into consideration. But we are met with two insuperable difficulties. Experience proves that no preventive measures will put a stop to coolies being shipped in an irregular way at Macao; or being at times treated in a most brutal manner at the places of their destination. If there were a hope that proper regulations would be made, it would undoubtedly be right first to try what could be done in this direction; but the case is hopeless. We are constantly assured that matters are being ameliorated, but no practical results are produced. For a short time after a terrible catastrophe, affairs go on better, or at least quietly, but before many months have elapsed, another catastrophe of precisely the same kind occurs. These catastrophes and abuses are the rule, not the exception. If they were only occasional occurrences, some thing out of the common, they might merely call for regret and some extra vigilance and precaution. But when they are of repeated occurrence, and whenever experience proves that nothing but the most forcible measures will over put an end to them, the case is one where civilized nations are justified in interfering, and where the Great Powers would do right to combine to stamp out the coolie trade as they have stamped out the slave trade. So far from this course in the long run tending to diminish the usefulness of Chinese labour to the world, there is every reason to believe that it would go towards largely increased emigration from China in a proper and legitimate manner. The coolie traffic being at an end, the strong prejudice existing in the Chinese mind against emigration to foreign countries would gradually diminish; and for one man who is now willing to try his fortune in the United States or in Australia, there would then be twenty. Ultimately the result would be that other countries where the Chinese are now improperly treated would find it absolutely necessary to modify their system. They would discover that unless they guaranteed to the Chinaman his rights, and protected him against oppression, they would not be able to obtain his work; and as that work is of great value to them, they would at last be constrained to do the justice which they now refuse. It cannot by any possibility be argued that any people should be allowed to trade upon the ignorance of a half civilized set of men, to the extent of making them the sufferers of such wrong as is now inflicted on the "emigrants" from Macao. The men are themselves greatly at fault, it is true; but this is after all no reason why foreign nations who can put down the abuse should abstain from doing so. It is no doubt only in the most severe cases that such strong measures are justifiable; but no one can deny that the Macao coolie trade is as flagrant as fully to justify exceptional action.

THE DEBATE ON THE TIENTSIN MASSACRE.

(*Daily Press, May 19.*)

EVERYBODY familiar with the practical discussion of large questions is aware how much more, a just conclusion as to their merits depends upon a nice discrimination with regard to the relative values of the various points upon one side and the other, than upon any absolutely logical and indisputable arguments. It is rarely that matters of practical importance can be settled upon abstract grounds. Even in matters of Law, where the effort always is to arrive at conclusions in a strictly logical manner, we find that Judges are repeatedly obliged to decide questions by, as it were, marshalling the arguments, and by overruling conclusions deducible from principles which, though correct, are of limited application, by others of more extended application and of more general import. In an ordinary way, people resort to purely logical argument in precise proportion to their ignorance of the special facts and principles attaching to the question which they wish to decide—a process only natural, because the inconsistency of facts interferes very much with the consistency of logic.

In the discussions which have taken place with reference to China, the working of the principle above noticed is strikingly indicated. There are a large number of strictly logical and eminently nonsensical arguments in connection with the China question, which it has taken years of patient investigation and careful exposition of facts to explode, even amongst those best informed upon the subject. Such arguments as that we are bound if we deal with the Chinese as a nation to accord to the Government of the country the same respect that we pay to those of other nations; that as any Government is better than a state of anarchy, we are bound to support the Imperial Dynasty so far as it is in our power to do so; that we have no right to force the Chinese Government to do anything against its will, no matter how reasonable the demand may be; that we have no grounds to complain of Chinese injustice, because there are occasionally miscarriages of justice in foreign Courts—and a thousand other similar platitudes have, by dint of close and practical argument, been tolerably well exploded in China. In almost every case where such arguments have been advanced it has been found either that they are wrong in their major premisses, or that though the principles which they contain are very generally applicable, they cannot be acted upon in China, on account of the peculiar circumstances connected with the country and its inhabitants. Experience shows that these principles can only be accepted in a modified form, and subject to considerations which, though not familiar to the generality of people, are really those upon which any sound view of the China question must be based.

While, however, residents in China have given up a great many of these exploded doctrines, at home the arguments continue among many educated people to possess as much force as ever. This is peculiarly noticeable in reading through some of the speeches in the debate on the Tientsin Massacre, particularly the remark of EARL GREY, that it is essential that we should support the Chinese Government, because should we not do so, the country would be plunged in anarchy. This doctrine was believed in seven or eight years ago as much in China as at home; but experience has shown us that the Imperial Dynasty is so unpopular in China, that it is utterly unworthy of support, and that we committed a grave error in throwing the weight of our influence on its side. All the facts which have come to light during the last eight years were overlooked, and the noble Earl spoke as confidently about the necessity of supporting the Imperial Dynasty as people did before the experiment had been tried, and found to be a failure. EARL GRANVILLE argued in a similar way the policy of reference to Pekin, and keeping away the gunboats; and he landed himself in the most logical way on the absurdity of complaining that "our Consuls were a most excellent class of men, who discharged their duties with great fidelity to their country; but if the British Consul had one weakness in the world, it was his wish for the presence of a British man-of-war in front of his official residence." The Earl of SALISBURY made a very happy reply to this, by saying that when there is danger of such frightful outbreaks as the Tientsin Massacre, the weakness was not an unnatural one. On this, Lord GRANVILLE explained that he did not mean to reflect in any way on the Consuls—in fact if he were a Consul he would no doubt have a weakness for gunboats himself. No question; just in the same way as people living in dangerous neighbourhoods may be a most excellent class of men, but at the same time have an unfortunate weakness for the presence of a policeman opposite their private residences.

Taken altogether, the debate is disappointing. The case was well stated by the EARL OF CARNARVON, but unfortunately it appears he spoke somewhat indistinctly, and the effect of his really sound arguments seems to have been lost. They will, however, no doubt have some influence upon the country, especially when taken in connection with a very pertinent remark from the Marquis of SALISBURY, who drew an able analogy between the state of the Government of China and that existing in France. "A Government," he said, "existed in both countries unable to insure the lives of those committed to its care, while the foreigner protested against the breach of treaties, and threatened that if the breach were continued he would attack, not the central Government, but the place in which these breaches had occurred. Count Bismark had threatened to take the place of the Government in Paris, and this policy must always be pursued where society was thoroughly disorganised. The Government of China had not the power, if it had the will, to prevent the feeling against the foreigner culminating in outrage; and the only way of preventing such outrage was by inspiring fear in the very place where it occurred." Though the analogy between the temporary anarchy in France, and the chronic anarchy in China will not hold good in every respect, it does so completely in regard to the point which the Marquis of SALISBURY desired to establish. The anarchy existing in China is the special point which people at home not unnaturally overlook; and it may be hoped that its being presented to them in a form which will be easily comprehensible will cause more attention to be paid to it in future. At home people hear of Viceroys, Princes and Emperors, and jump at the conclusion—as did EARL GREY—that China is a well-governed and orderly country; whereas the truth is, the Government is so utterly weak and disorganised, that it is completely unable to put down disturbances or maintain order. This is really the answer to nine-tenths of the abstract and merely logical arguments on the China question. They are all based upon the assumption that the Government in China is able and willing to perform the duties which, under normal conditions, the Government of every civilized country fulfils as a matter of course; but though we may argue upon such premises we cannot act upon them, because if we rely exclusively upon the Central authorities, we shall find the protection which they promise withheld at the very moment when it ought to be exerted; that is, when the safety of our lives and property is threatened by the disorderly classes; because those disorderly classes are able to intimidate the Government, and so far as they can do, to become virtually the ruling power in the country.

HONGKONG.

The Chief-Justice has finally discharged Kwok-Ashing, the coolie concerned in the murder of the captain and crew of the *Nouvelle Penelope*, on the second application made on *habeas corpus*. It will be recollected that the prisoner was committed for trial on a charge of piracy *jure gentium*; and that upon this his Attorney took out a writ of *habeas corpus*, chiefly on the ground that the prisoner was being brought up twice for the same offence. The result of this affair has not generally met with public approval. Much excitement has been caused by facts which have come out in connection with the burning of the *Dolores Ugarte*. The statements of the crew are all to the effect that there was a revolt on board, and that the coolies deliberately set the vessel on fire themselves. The Government is instituting an enquiry, but for some reasons has seen fit to make it with closed doors, a circumstance which has called forth some remonstrance, as the public are naturally most anxious to know the full particulars on the subject. The natives who had escaped from the ship have been handed over to the Chinese Hospital, the Committee of which has undertaken to forward them to their native places.

SHANGHAI.

A very important matter has come before the Supreme Court in the case of José Loureiro v. V. Kresser, W. Lemann, and A. Turing, trustees of the estate and effects of Dent & Co., by H. P. Hansen, their Attorney. It is a claim of $11,500 as damages sustained by plaintiff through the detention of securities belonging to him, which had come into the possession and control of the estate of Dent & Co., whereby he had been unable to dispose of the properties represented by the documents in question, and had suffered loss in consequence. The case was argued at great length; but, at the date of the steamer's departure, judgment had not yet been delivered.

The *N. C. Daily News* gives the following items:—

A curious demonstration in connection with the coolie labour of the Settlement has been made at the Central Police Station. Our readers may or may not be aware that the coolie labour is conducted in the same organised way which characterises certain trades centered in and controlled by guilds. A head man is appointed, either by the coolies themselves or by the Chinese authorities, who takes charge of contracts, receives the lump sums paid for work, pays the coolies their daily cash, and deducts a commission of 20 per cent., the benefit of which he probably has to share with the authorities to whom he is usually indebted for what is virtually a labour monopoly. The system is not without its benefits to the coolies, to whom the governing hong is a sort of security guild and trades-union; but the commission is still a very large one off the daily earnings of perhaps five hundred of them, and the common fund may besides not be honestly administered. Something of this kind has just came about. A few hundred coolies belonging to a hong in the Foochow road, dissatisfied with the way their earnings were dealt with, resolved to secede, and established a hong on the Yang-king-pang, choosing a new head man to manage for them. But the old hong did not relish this revolutionary movement, and the coolies who still adhered to it interfered with the secession party and tried to prevent their working, the irate head man in particular even using, it is said, a bamboo crook in order to bring back to the fold his contumacious flock. In consequence, some two hundred coolies of the new hong, led by their head man, came to the Police Station to lodge a complaint, one coolie being carefully preserved evidence of maltreatment, testifying to the outrage committed. The complaint having been heard, Superintendent Penfold promised to give it his attention; and told the motley crowd cowering under ragged umbrellas, that they were at perfect liberty to work under any man they chose, or under no man at all, and that if Mr. A-wo appeared again with his bamboo they should secure him by his honoured tail and give him in custody. The idea of taking such a liberty with the head man of a coolie hong, however, was more than the motley ones could entertain; but they went away apparently well-satisfied with an assurance that any further interference with them would be severely punished.

The coolies have petitioned the Council to take the matter into their own hands, and to nominate one Chin-kway as head man.

The following memorial has been addressed to the Municipal Council:—

The petition of the undersigned, &c., showeth:—

1st.—That since the establishment of the Foreign Settlement we have been under the control of a certain head-man who held his license from the Chinese Authorities, empowering him to employ us as a gang of coolies for foreign labour, and as such be responsible for our acts in the landing and transhipping of cargo.

2nd.—That from 1843 to 1862, about 19 years, this head-man was one Ching Quay, who gave us every satisfaction; but in consequence of the great increase of trade, he had to find sub-assistants about 9 years ago, and among st these was one called Woo Ying Fong, alias Ahwo, who succeeded shortly afterwards in bribing the Mandarin to let him have Ching Quay's licence, and ultimately succeeded in getting it.

3rd.—That so soon as he assumed power over us, he commenced squeezing us to a fearful extent, fully 30 to 40 per cent. of our poor daily earnings, by telling us that there were certain Chinese and various Foreign Government, also Municipal Council, fees, and other taxes, etc., to be paid out of each coolie's wages. During the 9 years of his office the squeezes must be fearful;—to our rough calculation the amount of squeezes exceeding over a hundred thousand Taels, and that we have lately learned such fees, &c., is not the case, but on the contrary he has pocketed the money himself.

4th.—That if any of us complained of this, he was immediately turned out of the gang, and lost employment. We therefore agreed to appeal to you as a body, and make the matter public.

5th.—Your petitioners humbly pray that the Municipal Council take their case into consideration, and would suggest that this coolie labour be under the control of the Council, who could appoint a headman for them, and thus maintain order and peace in the settlement. They have seen Ching Quay, who was formerly their headman, and he agrees to act as such again, if the Municipal Council will take control.

Your most obedient and humble petitioners,
CHING QUAY and 518 others.

Shanghai, 8th May, 1871.

We hear it is intended to despatch the *Lord of the Isles* from Hankow, with tea, direct for Suez, without stoppage at any intermediate port. She will carry sufficient coal for the through run. This will be the first steamer despatched from China under these conditions, i.e., without stopping at least at Singapore.

The *Nouvelliste* says the Chinaman who lately attempted to murder M. Viel at the Franco-Chinese camp, has been sentenced according to Chinese law. The attempt not having resulted in death, he has been condemned to receive a hundred blows of the bamboo in Shanghai, and to be exiled to another part of the province, where he will receive another hundred blows on arrival. He will then be confined for two months. Looking to the state of exhaustion to which he has been reduced by the regime which he has lately undergone, it is improbable that he can survive the punishment.

An unlooked for catastrophe occurred to the new iron bridge over the Soochow Creek on the afternoon of the 13th. A few minutes after five o'clock, while a number of people were assembled in the Gardens, listening to the *Hertha's* band, attention was attracted to the bridge by a somewhat prolonged crashing sound, and the first two sections of the structure at Hongkew side, were seen to have fallen from their proper position. The cause of their falling was easily discovered, the two screw piles upon which they depended for support having, from some cause which is still matter of conjecture, given way about six or eight feet. The end of the section uniting with the shore portion was thereby displaced, the road way had fallen into the creek, the girder on the north side was left pendant, threatening to follow the centre portion, while the girder on the south side was only saved by butting up against the point of the corresponding girder of the shore section, and maintaining a slight hold on the pile. The shore section fortunately went down even with the piles and did not swerve in the slightest, though it descended so quickly and from so considerable a height. The most probable reason which can be assigned for the accident is that the solidified mud yielded suddenly to the pressure of the structure, and that the piles then entered a soft treacherous bed, into which they were driven some distance before the weight became partly thrown off, or some harder bottom being reached, they stopped, on as good a level each with the other as when they started. The flanges may have given way, but that is less probable, because they form almost an integral part of the piles. The damaged sections are being taken to pieces and removed as rapidly as possible, and the girder in danger is meanwhile supported by chains to the sound portions of the bridge. The next couple of piles, nearer the centre, have been slightly displaced on the north side, no doubt by the jerk.

Another compradore case has come up at the Mixed Court. The culprit was one Wong-yet-sam, who entered the service of Messrs. Oliveira & Co., French Concession, in November last. Everything went on well for a time, so well that the fulfilment of the part of the secretaman, who was too muchee sick, was not immediately insisted on. About New-year, however, Mr. Wong began to fall behind, and betray a suspicious reluctance to cash up. On the 12th of February he absconded, being at the time in possession of over Tls. 1,700 of his employers' money. He had also, it was found, failed to cash certain drawbacks allowed to constituents of the firm, thereby doing its credit serious injury; while he had, it was alleged, disposed of 18 piculs of lotus-nuts out of 150 piculs under his control, in order to meet a request for a portion of the money which should have been in his hands available on demand. The deficiency in the lotus-nuts was made up by putting in a corresponding weight of beans, the latter being worth Tls. 2 a picul against Tls 12 for the other; and the deception was not discovered till the goods had been sold and delivered. After keeping out of sight for a month or two, the compradore came forward to relieve his relatives from pressure, and offered to pay two instalments of Tls. 100 a month, to be followed by payments of Tls. 25 a month. Seeing that this would barely pay interest on the defalcations, the arrangement was declined, and the case brought before Chen. After much investigation, the magistrate found the compradore liable for Tls. 1,100 of the whole amount of about Tls. 2,000, as some transactions by which the compradore lost were on joint account; and with this finding the plaintiffs were fain to be satisfied. The compradore was ordered to be locked up till the money was paid.

The following are from the *Evening Courier*:—

An advertisement announces the closing of the Lottery known as the 'Spring Gifts. We cannot say we are sorry to have such an announcement to make. The former Lottery conducted by the projectors of the Spring Gifts was characterised by a straight-forwardness and business-like method which secured the confidence of the public and crowned it with perfect success. But what is the result? That a considerable number of our fellow residents are now engaged in the non-productive labour of transferring dollars from the pocket of one to those of another, and deriving a livelihood from the commission charged for their labours. We are sure that the money which was given to the Spring Gifts may readily find a better investment, and its able conductors a more advantageous field for their administrative and financial talents.

The Bishop of Victoria has nearly completed his Visitation in China. He has held Ordinations at the following places: At Foochow on April 15th, when the native missionary deacon, the Rev. Wong-lin-tsik was admitted to Priests' Orders; also at Ningpo on April 25th, when the Rev. Robert Palmer, missionary in Ningpo, and at Shanghai Trinity Church on the 30th of April, when the Rev. Henderson Bryniaide, missionary at Nagasaki, in Japan, were admitted to the Order of the Priesthood. In the course of the Visitation, the confirmation candidates have comprised 54 Europeans and 108 Chinese. At Long-wong, a spacious new Church was opened on Good Friday. The Bishop has just returned from the River ports, and will immediately visit Japan. It is understood that the Archbishop of Canterbury has under consideration the reconstruction of the Diocese of Victoria, and the Bishop shortly returns to England, in order to offer his advice on the method to be adopted.

The American papers announce the marriage of—Taintor, Esq., recently Commissioner of Customs at Formosa, whose interesting Reports many of our readers must have read, to Miss Talbot, sister of Mr. Talbot, of Messrs. Olyphant & Co.

TIENTSIN.

(*N. C. Daily News.*)

An affair has occurred which at first caused some excitement, it being reported that a naval officer belonging to the *Salamis* had had a "collision" with one of the Mandarins. The matter, however, when the particulars came out, assumed very moderate proportions. Some gentlemen from H. M. ship *Salamis* were riding through the native city; one of them flourishing his whip, rather careless as he went along, the lash struck the Chentai—who chanced to be coming out of his yamen to get into his chair, as they passed—on the side of the face. No one of the party could speak Chinese to explain the accident; the guards made demonstrations of battle and murder, but the Chentai checked their excitement, and sent an escort with the officers back to the settlement, asking who they were and stating what happened. Of course an explanation, and expression of regret for the accident, were at once conveyed to him; whereupon he expressed himself quite satisfied; he had assumed that it was an accident, and only wished to be assured of the fact. If it had happened in the case of some petty ill-tempered mandarin, very likely he would have allowed his men rein. The Chentai acted properly and calmly, and the matter was explained and settled at once.

The correspondent of the above paper, writing under date May 1st, says:—

It is very seldom indeed that the residents who are in business here can give any definite and correct news, even to their own satisfaction, regarding current Chinese events in this region which would be considered of any interest to foreigners at a distance, except what may actually occur within our own range of observation and within the limited space daily trod by foreigners. Hence your readers must not expect us often to report anything but very local foreign and Chinese news.

The weather this spring has been extremely disagreeable—strong winds and dust storms blowing day after day from the time the river was opened, at the end of winter, by the steamer *Appin*, till now. Since the end of last October, when we were going to have our Autumn races, till this day, we have had at Tientsin very little snow and only on two days a little rain; it therefore appears from a casual observation perfectly marvellous how there can be any vegetation. Water, however, is always to be found at about two and a half feet below the surface, and we may say that it is owing to capillary attraction that, for a great part of the year, vegetation is produced.

The training for our spring race meeting is going on with great assiduity and regularity. The entries were made on the 25th, and the measuring took place on the 29th ultimo. The entries were more numerous this time than on any former occasion; and at the measuring, which took place at the Club premises, the bulk of the ponies looked magnificently. The stewards of the races are Messrs. Hannen, Hanna, Ainslie, Beebe and Meadows.

Silver is rising in value, for which the Chinese give various and contradictory reasons. Dr. Macartney, superintendent of the Nanking arsenal, departed by the *Macedo*, leaving no signs behind him of his having, on the part of Viceroy Li-hung-chang, organized the Northern Chinese armies, as rumor had it, for the annihilation of foreign forces; so fear of war with any foreign power cannot be the cause of silver rising. Li-hung-chang's brother, Li-tan-chang, Viceroy of the provinces of Hoopeh and Hoonhan, is at present at Tientsin, ostensibly to pay his brother a visit while on his route to Peking to have audiences of the Emperor; but really, rumour says, to concoct some measures against foreigners! Can this then be the reason of silver rising lately? Hardly any rain has fallen this year at Tientsin; and, judging by the prayers of the Emperor for rain, the same has been the case all over the north of China, and the crops in these regions are suffering from drought. This drought, in my opinion, is the cause of silver rising.

The annual meeting of the British Settlement Land-renters, for the purpose of electing the members of Council for the next twelve months, took place at 2 P.M., on the 22nd ultimo, at the British Consulate. Her Majesty's Consul, Mr. W. H. Lay, took the chair, and business began by his reading the circular convening the meeting. After that the Chairman of the outgoing Council, Mr. Henderson, read his report for the past year. I could not understand it very distinctly, but its general purport second to be adulatory of the Council's efforts. When the reading of the report ended, the speaker was referring to a new road required where the British and French Settlements meet, and other kindred subjects; but H. M. Consul pointed out that the meeting had been convened to elect a new Council. The votes were then taken, and the result proved to be in favour of Mr. Aug. C. Cordes, Mr. C. G. Beebe and Mr. John A. T. Meadows. Mr. Henderson appeared thunderstruck at the result of the voting; and as soon as he had recovered from his astonishment began expostulating with the new members of the Council for not having, prior to the meeting, made known (I suppose to himself) their willingness to hold office. But one of the new Council observed that this was hardly necessary in a small community like that of Tientsin. The new Council held their first meeting on the 29th ultimo, when Messrs. Cordes and Beebe did Mr. Meadows the honor to elect him Chairman of the Council.

NINGPO.

(*N. C. Daily News.*)

Our port has been, during the past few days, the scene of complimentary presents and addresses from both Foreigners and Chinese, the occasion being the departure on sick leave of H. B. M. Consul, W. H. Fittock, Esq.

On Saturday, the 6th inst., a most respectable body of Chinese Gentry and others came in procession to the British Consulate, and with the formulas attached to such ceremonies, presented to H. M. Consul two *Wan ming san*, (symbols of official authority and rank,) and a Tablet. The *Wan ming sans* were inscribed with 160

nizance, entering the city, guarding a similarly emblazoned norimon, and that he had afterwards heard, on what he deemed good authority, that the ex-Shogun had taken up his residence in the Satsuma *Yashiki*. It is also stated that, at a meeting of the Mikado's Council of State, Satsuma had urged with great pertinacity the advisability of appointing his ancient enemy to some important post in the Government, and that, on the question being put to the vote, it was carried, notwithstanding the personal opposition of the Mikado—all of which, however, should be taken *cum grano salis*.

Another, and perhaps more likely rumour is to the effect that Satsuma has ordered 30,000 men up from his territory. It is known that Higo has been sending up men to Yedo by each successive steamer for some time past.—*Hiogo News.*

THE "DOLORES UGARTE" TRAGEDY.

The following are the statements of some of the crew in the above vessel, made before the United States and the Austrian Consuls.

Albert Herker, an Austrian sailor, stated as follows:—

The above deponent stated that he came out from England and went on board the *Dolores Ugarte* here, and went with her to Macao. The first batch of coolies came on board on 1st May, and were all on board in the course of two days. There were in all 650. The crew consisted of 46, including Captain and officers. There was a Macao Interpreter on board, and the Captain had a secret spy on board, who was one of the emigrants. This man was paid to spy out what was going on. The vessel left Macao on the 4th May in the evening. There were seven men allowed on deck; these were taken over as a private speculation of the captain's own; the Chinese doctor was also allowed on deck. They slept in a small deck house between the fore and main mast. Behind the main mast there was an iron railing, eight or nine feet high, to exclude the crew entirely. The after hatch was inside this iron rail, and was never opened. It was closed by an iron grating. Immediately behind the gate was the place where the sailors slept, and abaft that was the captain's cabin. The cabin was a house built on deck, round which there was room to walk. The closets were on deck. The men were allowed to come up when necessary, for at a time in the day time, and five at a time at night. In the Captain's cabin there were three openings in the floor, about 2ft. square, with iron bars. Through these it was possible to look down and see what was going on among the Chinamen. In the forehatch there was a hole only sufficiently large to admit the exit of at most two men at a time. It was only from this hatch that the men were allowed to come up. All the hatches were covered with gratings, and when it rained tarpaulins were placed over them. The food was sent down twice a day through the main hatch. This was the only purpose for which that hatch was used. There were always four of the crew on guard; two at top, one at the foot, and one to walk about in the hold. The 'tween deck was flush from fore to aft. The sleeping places were at the side; some beds were in the centre; but it was possible to see all the way down through the passage between them. In the after part of the 'tween decks there were two small lockers. In one paints were kept; in the other, were some old rope and a few dozen of coolies' straw-hats, painted with Peruvian colours, and the name of the *Dolores Ugarte* on them. They were to be worn by Chinamen who had duties to do on board. The food given to the men was good; better in fact than that given forward. The men were perfectly satisfied with it. On the night of the 4th to 5th, a Hongkong pilot-boat came alongside, and one of the coolies who had come up on deck jumped overboard. A boat was lowered and the man picked up. He was tied up by his queue, and in the morning placed in irons. Next morning at 9 o'clock about twenty men were placed in irons. Each coolie had a badge bound his neck, and the number by which he was known. The Chinese spy had given to the Interpreter who remained at Macao a list of the more dangerous men on board; and the men put in irons were thus picked out. The twenty men on deck slept there at night in a little room near the forecastle. They made no resistance when the irons were put on. The irons were only put on their feet, except in the case of two, who were also manacled. On the 6th at 9 o'clock in the morning the deponent was on watch on the 'tween decks, when several Chinese came to him saying they had nothing to eat, and wanted their food. Every ten men had a large dish. The Interpreter went down and told them that it would be seen to immediately. Others then came forward chamouring, and the Interpreter took a stick and drove them back. They then got excited and took up pieces of wood with which they commenced striking the Interpreter, who drew his revolver, threatening to fire; they retreated and the Interpreter and the deponent both made their way to the upper deck. The storekeeper was also below, and also made his escape. As the men called out "Tah, tah!" and a general outbreak was feared, the grating was fastened down with a rope—afterwards it was locked down. The coolies threw up planks at the Europeans, and these fired in return, but the men got out of the way. Shortly after the men began attempting to force up the deck aft. This was after the crew had gone forward. They forced up two of the boards in the cabin, but the carpenter nailed them down again. The Captain gave orders that they were not to fire any more on them. A Maltese told deponent that he had seen a Chinaman go into the small store-room. Deponent himself saw the fire coming out the closet on the starboard side. It was impossible for the fire to have originated in the Captain's cabin, as if such had been the case it would have been at once at out, as people were constantly going in and out, and there would be no difficulty in extinguishing it. Immediately on seeing the smoke and fire, the hose was got ready. As this could not be passed through the small hole in the cabin, the hose was handed through the after hatch, and the men told to put the fire out. One of the men who had to look after the others took the hose to put out the fire, when a ruffian struck him, and he was knocked down and killed, the body being flung into one of the sleeping berths. Another man then took the hose, and passed it through one of the ventilation holes, so that the water was pumped into the sea. The fire spread with great rapidity, because everything had been newly painted. The deck as well as the cabin quickly caught fire, and in half an hour half the ship was in flames. It was a dead calm at the time. The vessel hardly moved. This time they had to put three boats into the water. Some of the men had already jumped into the water. When the boat deponent was in had got a little way off, he saw the main and mizen masts fall over board. Soon after the fire broke out, a number of the coolies came to the grating begging to be let out; but the captain was afraid to do so, as they would have swamped the boats. At the time the fire broke out fifty to fifty-five were on deck, and the deponent considers that some of the men who were in irons were among those who escaped to the junk which came to Hongkong. It would be possible for them to have clung to the mast, as their hands were free; and they might have knocked off their irons in the junk. The locks on the gratings were so strong that it was absolutely impossible for anyone to wrench them off. The boatswain went into the water before deponent, and the captain was in the same boat with him. They saw the effects of an explosion of powder some time after they had left the ship. At Macao they heard a report had been set about that the lock had been wrenched off; but it was stated by all the crew to be false. If anyone had gone to break off the lock, the likelihood he thought would be that the Chinese would have made a rush, and the man who took off the lock killed. He had not seen any of the men who were in irons jump overboard. The spy who gave the captain information was below when the fire broke out. They had gone about 100 yards from the ship when the junk came up, and took them on board on a promise of $10 a head for each man. There was no land in sight at the time. The master of the Chinese junk would not take any more of the Chinese on board, otherwise more might have been saved. Many Chinese were swimming about, and must have been picked up afterwards. It took 36 hours to get to Macao. They went to the Portuguese Harbour-Master, and he threatened to put them in prison if they did not leave off troubling him, that they were not Portuguese, and should go to the Peruvian Consul. On going there they obtained no more satisfaction; but they were given a dollar to go to Hongkong, after having been asked what was the ship, who set it on fire, and whether the food was good? The whole examination did not last an hour. To his knowledge there has been no examination into the matter made in Macao. Ten of the crew went on board the *Louisa Carnavaro*, another coolie ship loading there. The deponent stated that he would be able to recognise some of the men who were in irons.

The following account of the above affair has been given by three American sailors before Mr. Bailey, the U. S. Consul:—

Jacob Sanstrom, sworn, stated: I was born in Finland, and raised chiefly in Boston. I am an American citizen. I shipped in the *Dolores Ugarte* at Macao on the 22nd of April. I know nothing of the fitting up of the ship in Hongkong. The grating in front of the sailors' quarters was there when I joined. We began to ship coolies on Friday the 28th of April. We shipped some more on Saturday, and then had to stop a short time, having shipped 300 or 400. When we had taken in this number some Portuguese Government officers came on board to inspect the ship. They went all over the ship. I don't know why we stopped shipping for three or four days. We shipped the remainder of the coolies, and put to sea, towed by the *White Cloud*, on Thursday night. The *White Cloud* towed us for 5 or 6 hours. We had two cannon on board. They were in fighting trim but not loaded. They were arranged so as to command the grating, and range the deck fore and aft on each side. There was powder and ball on board for the guns. When I shipped, the *Dolores Ugarte* was under the San Salvador flag, and she sailed from Macao under the Peruvian flag. We had some 24 rifles on board, some two of them being Needle-guns. There was ammunition for them all; they were not loaded. The crew consisted of 35 men before the mast. The ship's tonnage was 1,000 odd. She carried four boats, which would hold 100 men between them in ordinary weather. The boats, however, were not prepared for an emergency. We were not drilled in the use of arms, nor had we, or at least I, any special instructions as to how to use them. I was carpenter on board. We had 656 coolies altogether. I do not know what arrangements there were to provide against an outbreak, as I had to attend to my own duties. Early on Saturday morning one of the coolies jumped overboard to join a fishing-boat that came up. A boat was lowered, and he was picked up with difficulty. I was ordered by the captain to put him in irons, and I did so. At this time there were 18 men in irons. These were ringleaders, and they were put in irons on Friday in the forenoon. This was done on the information of the captain's spy, who said that these men had arranged when two days out to wash their hands in our blood. I suppose the man jumped overboard to induce the crew of the fishing craft to join in the disturbance which was preparing. The coolies below combined at about 4 a.m., and acted in concert. As soon as a few of the crew who were down below amongst them could be got up, the fore hatch was locked. The coolies tore away the stanchions and bunks in the 'tween decks. I heard no shooting. Some rules were put up in Chinese on the morning of the disturbance, and when the coolies had read and talked about them, they tore them down, and it was then that they first became violent. I do not know what the immediate cause of the disturbance was, but it began after the rules had been torn down. The coolies tried to force the deck up (with the stanchions they had torn up) in various places after the fire broke out. They succeeded in raising some planks in the cabin which I rammed down again with my foot. Between the looking down of the hatch and the appearance of the smoke about half an hour elapsed, during which time a good many shots were fired through the gratings, by which the coolies were trying to get up. I had no fire-arm, but used my axe to guard the after grating. The Captain at this time was pouring buckets of water down on the fire. I do not know who did the shooting. There was none at the hatch which I was guarding. I could easily keep the coolies down with my axe. The fire compelled us to go forward, leaving the after hatch battened down. There were a good many junks about, but they took no part in the affair. The smoke appeared before 9 a.m., and we left the ship between 3 and 4 p.m. When the boats were lowered two of them swamped. We righted them, and left in three boats. The fourth was on the house, and we had to leave it. The fire was over before we left, so that there was no attempt to raise the hatches. The men who were saved were those who were on deck in the morning. These were cooks, &c., and there were also the 19 men in irons, whom I could recognise if I saw them. Two of these men were manacled as well as fettered, the rest only fettered. Those whose hands were free might have loosed the shackles of the others. The irons men were placed under the top-gallant forecastle. Four of the coolies belonging to the galley were saved by the crew. These men had jumped overboard when we and they were picked up, and taken to Macao. The men on deck took no part in the row. One of the ringleaders, said to be an ex-pirate Captain, was chewing his fingers to get them out of the shackles. The three boats would have carried 70 persons in the ordinary sea which was running. The crew and officers, &c., numbered 45 all told. These and the four coolies alone were saved in the three boats making 49 men. The foremast fell before we got clear, and the men on deck who had jumped overboard must have clung to it. We might have saved them if we had known where they were, but we could not see them. We supposed that all the men below (about 600) were dead before we left. We hailed none of the junks which was about the spot. We remained on board so long because we feared the coolies would get up and destroy us. We considered it necessary to keep them down till the fire had made them safe. We pulled for one of the junks, which took us to Macao. The ship was nearly burned out before we left, but we saw the smoke until it grew dark.

Carlos Kerong, a Maltese, stated: I have been at sea about four years. This is my first trip in a coolie ship. I shipped in Hongkong on board the *Dolores Ugarte*. There was no fitting up done on board after I joined. When we had been in Macao eleven days the coolies began to come on board, and then they stopped for four or five days, after which the remainder came on board. The flag and the name were changed before the coolies began to come on board. I had signed articles on the *Dolores, Ugarte*, and at Macao I signed new articles on the *Don Juan*. I signed here to go to Callao. There was no change in the officers or crew at Macao, except that three more men joined the ship there. The coolies were brought on board by police, one man to guard each boat. The police were armed with a revolver and sword each, and one of them remained on guard on board all the time. There were two guns on board, not loaded, and some muskets, but I do not know how many. The crew were not drilled in the use of arms. In Macao harbour two men jumped overboard two or three days before we left. We picked them up and they were put in irons. The only reason they gave for jumping overboard was that they wanted to run away—did not want to stay on board. These two coolies belonged to the first batch. On Saturday morning after 8 o'clock I went to sleep, and was awakened at 8.30 by the disturbance. I was on watch from 4 to 8 a.m. and during that time there was no disturbance. I did not see a man jump overboard, but I saw a man in irons, and was told that he had jumped overboard. He was the only one that jumped overboard at this time. There were some fishing junks about during the morning. There were 22 men in irons on deck, 12 coolies belonging to the galleys, 5 belonging to the Captain, and about 12 of the coolies from below, who were allowed on deck in small numbers at a time, in all 51 coolies. These men, when the ship began to burn, cried and chin-chinned. The Captain told them to get some planks and jump overboard, but they refused. The crew tried to force them, but they found it impracticable. The three boats would carry about 50 men. There were 42 of the crew all told. Nothing was done to the men in irons. Twenty-four hours before the outbreak the greater part of the coolies were brought up on deck, and told by the Captain that he had put in irons those men who threatened to wash their hands in the blood of the Europeans, but that the rest had only to be orderly and quiet in order to obtain everything they desired. When the coolies were turned up, the crew were all aft with swords in their hands. The upper deck was crowded with coolies. The guns were not loaded. The Captain stood on the house abaft the grating, while the interpreter stood below. He was speaking to him about a quarter of an hour. His object was apparently to get them quiet. He replied it was all right, no man was going to move his hand as long as they were well treated. After being relieved I went to change my clothes and went to sleep in my bunk. I was awoken by a Manila sailor and some other of the crew. I was told by them "get up quickly, there is a revolt, the Captain orders us to arms." I then went by order of the Captain into his (Captain's) cabin. The first thing he saw was that a coolie forced a plank up through the grating, breaking a table placed upon it. I then saw another coolie below say "Chin-chin," when another hit him over the head with a plank. I saw a coolie go to the store room and smash into it with a plank. Immediately after the fire broke out from the store-room. Fire and smoke came out both at once. It was about five minutes after the coolie went in that the fire broke out. When he reported the fire the Captain was stupified with fear. I left the ship about 9 or half-past. The rest of the men stopped on board about twenty minutes longer. They waited about a quarter of an hour outside the ship. When I left the mast had fallen down and all the cabins were burnt. All hatches were fastened down. I was in the same boat as the carpenter. The fire spread so rapidly that we could not stop on board longer than fifteen minutes after the fire had broken out. The carpenter cut away some of the tackling. I was stationed over the cabin hatchway to prevent any of the coolies forcing their way out. They tried to pump on the fire through the grating, but the coolies put a plank in the way of the stream. There were five of the crew in the cabin. They were armed with swords. The mate, second mate and boatswain directed matters, the Captain being quite overcome. I saw one of the crew come and take the arms from the cabin.

Liberge Pierre, seaman, 33 years of age, stated: I shipped on board the *Dolores Ugarte* in Hongkong. I was to be paid $14 a month. The journey was to be from hence to Macao and Callao. I signed articles here. At Macao the flag and name of the ship were changed, and I signed new articles—still to go to Callao and at the same price. Three more men were taken on board at Macao, but these shipped here were all retained. We first took 401 Chinamen. We stopped shipping the men for three days, and took the remainder on board on the 3rd May. The last boat came at three o'clock. We went to sea on Thursday night. We got a batch of eight of the crew to look after the Chinamen, to prevent their making any disturbance. They were armed only with staves. At Macao one man jumped overboard. One of the crew jumped after him and brought him back. We had no trouble, nor were we in apprehension of any. We were towed out to sea by the Hongkong and Macao Steamboat at seven o'clock. She left us at some time past twelve o'clock. On Friday morning the interpreter went down below, and selected certain men who were brought up and put in irons. They were placed on deck close by the grating. They had irons on their feet, but their hands were free. They objected to being in irons, but there was no difficulty about it. The captain had a paper which he stated contained the list of eighteen bad men. This was at nine o'clock. The carpenter put the irons on. There was a guard of one man, armed with a stick, placed over the men in irons. There were cannon and ammunition on board. After this the captain called 200 or 300 men on deck, and told them that he put them in irons, because he had an order to do so. The Chinamen said nothing. He told them if they had anything to complain of they should come to the captain's cabin. The Chinamen seemed satisfied. Some went below, and some went to smoke opium on the deck. There was nothing further occurred that day; but at two o'clock, Saturday morning, when I was on watch a junk came alongside, and called out "Ship ho, are you going to Frisco?" One of the crew said they were, and the junk then went away. A Chinaman then jumped overboard, and a boat was lowered to bring him back. There were a great many junks some distance off. We kept watch at the hatches, being afraid that the men would come up and jump overboard, or make any disturbance. When the man who went overboard was got back, he was put in irons. This was done by order of the captain. The same man and two others tried to jump overboard in Macao. They were placed in irons at Macao for two days. Some of the men were crying when they came on board. There was a little noise, the men crying out "Man overboard," but the coolies were not allowed to come up from below, and there was a row down below. The five coolies who came up with the man who jumped overboard were sent down below again at once, and none were allowed to come up for half an hour. I went off watch at 4 a.m. and slept till 8. I was called to take my watch again at 8, but there was no disturbance talked of among the crew, nor did I see any signs of one. Some rules were put in Chinese near the main hatch before we left Macao, and I was told they had been pulled down between 4 and 8 on Saturday. They were replaced at about 8.30. A little before 9, I was on the topgallant forecastle. Suddenly there was a cry of "tah" among the coolies below, and they seized planks, &c., and made for the fore hatchway. The interpreter and another of the crew were below, and as soon as they came up, the grating was let down and locked. I ran aft when the row began. The coolies had stanchions, as well as planks. They had torn these from the bunks below. The coolies on deck gave no trouble, there was no fighting on deck. The man called a pirate captain was biting his hands all the time. His hands were not in any shackles, his feet only being secured. I supposed he was annoyed that he could not get loose. He had the reputation of being the chief of the rising. He did not try to get away. When the disturbance broke out, the crew were all armed with swords. The captain fired some shots into the water to intimidate the coolies. Every one after this did as he pleased, *listing* for himself, the captain and mate being powerless through fear. Some shots, I believe, were fired down through the grating, but I did not see them. The second mate gave the alarm of fire, and I saw smoke come up through the cabin gratings. We urged the mate to load the cannon and let the coolies come up on deck, but he did not do so. The Captain spoke to the coolies through the interpreter, and asked them to desist. They said they would die every one of them. The fire broke out between nine and ten. Looking down through the cabin grating I could see smoke and flame coming from the cupboard in the 'tween decks. The carpenter cut two holes in the poop to pour water down. I do not know how the water was to pass through the cabin floor to the 'tween decks. The experiment failed; the hose was put down through the cabin grating, and the Chinese tried to break it. Afterwards some of them asked for the hose, and it was put down again, but the man who received it was knocked down by the others and killed. These others then took the end of the hose and turned it out through one of the bull's eyes. The wind was fair, and the land about 20 miles off. No attempt was made to get to land. There were several junks about. The crew were engaged, some in guarding the hatches, and some in throwing water down the windsail. I was armed with a revolver, with which I disabled a coolie who attempted to hit the man that was locking the hatch in an early stage of the disturbance. About 11 o'clock the mizen mast took fire, and the boats were ordered out. There were 50 to 55 Chinamen on deck, 22 being in irons. The three boats which were lowered would carry about 80 men. We left the ship (after one of the boats capsizing) at about noon. The Chinese on deck jumped overboard with planks. I do not know whether any remained on deck after we got into the boats. When I left, all the hatches were fastened down. I believe all the Chinese below were dead at that time.

Nicolas Baffa, a Greek seaman on board the *Dolores Ugarte*, said: I shipped in the *Dolores Ugarte* on the 12th of April, at Hongkong. There was no fitting up for coolies done in Hongkong after I shipped. We left here at 9 a.m. on the 16th April, and went to Macao. The coolies were sent on board under guard. Three or four of them were crying when they were sent down below. The Portuguese who was on guard on board was aft, and did not see the men crying. I only saw one batch come on board, of whom four were crying. Two men jumped overboard, and when captured they were put in irons. The Port Captain on the 4th May asked the captain of the ship why those men were in irons. The latter replied that they had jumped overboard. One of the men who had jumped over on the first day that they came on board, was released shortly after the Port Captain's visit. The second was released the day after the ship left Macao. On the Saturday of the revolt, at about 2 a.m., another Chinaman jumped overboard. When he was captured he was tied up by the tail to the grating. He was afterwards put in irons. At 4 a.m. I went to sleep, and was awakened at 7.30 to take my watch till 8. There was no disturbance then. The coolies were brought up in batches of 20 at a time to drink and perform their ablutions, &c. While some of them were drinking on the port side the coolies below made a rush with planks for the hatches. The interpreter and another of the crew were below, and I saw them come up in haste. The 20 coolies now on deck did not go down below, as the hatch was immediately closed. I with some others guarded the fore hatch. Some had swords, but three or four including myself were without arms. I used the planks which were thrown up by the coolies through the grating. While I was at the hatch there were no revolvers used, but after I went to the pumps some pistol-firing took place. The fire broke out at about 10 a.m., and I left the ship at about 10.30. We reached the junk in about two hours. The distance was only a mile, but the boats were full of water, and some time was occupied in saving some men in the water. The co pententer was on board the junk before I o'clock. He arrived before me. I saw no one dead on board before we left. I was at the pumps all the last part of the time. The gratings were locked up. There was a noise still going on below when I left. When we were about a mile and a half from the ship an explosion took place on board her. We saw a column of smoke rise from the after part of her. We continued to see the burning ship all the afternoon. No attempt was made before leaving to open the hatches, because the coolies in that case would have killed us. We supposed they would all be killed between the decks. At Macao the Peruvian Consul gave me a dollar, and told me I could go to Hongkong; he could do no more for me. I saw none of the Portuguese Government officers except the Port Captain, who sent us all back to the Peruvian Consul. This second time the Peruvian Consul gave us a dollar each.

THE SILK TRADE OF CANTON.

Meeting to consider the conditions under which the Canton silk trade is at present conducted.

Pursuant to notice, given by Messrs. Coare, Lind & Co., for the above purpose, twenty gentlemen connected with the silk trade of this port met on the afternoon of the 20th instant, at the reading-room of the Club-house, Shameen.

Mr. F. W. Coare, having been called to the chair, explained, in a few words, the object of the meeting. After some desultory conversation relative to the binding power of meetings in general upon the individuals constituting them, it was proposed by Mr. Crace, and seconded by Mr. Nye:—

"That the foreign consuls be applied to in order to induce the Viceroy of the Two Kwang to issue a proclamation, recommending the country dealers to send none but good conditioned silk to market." This resolution, being put to the vote, there were 14 Ayes and 6 Noes.

The second resolution, proposed by Mr. Mestern, and seconded by Mr. Hilge, was as follows, viz.:—

"That all foreign buyers shall conform to an old, established custom, partially fallen into disuse, that is, of claiming compensation of the native seller for any loss in weight on fine raw silk, sold in Europe or America, in excess of 3 per cent. on the net weight presigns to shipment, and on waste in excess of 5 per cent." This resolution was carried *nem. con.*

The third resolution was moved by Mr. Crace, and seconded by Mr. Smith, and was to this effect, viz.:

"That the silk dealers be invited to consider that contracts duly entered by a foreign firm in its books, in presence of the dealer, shall be binding, not only as to the amount of the article, but also as to the quality to the delivered, and that, should they fail in the latter particular, the matter to be arbitrated in such a way as shall hereafter be agreed upon." Carried *nem. con.*

Mr. Thomas then proposed:—

"That a committee of three silk inspectors, with power to add to their number, be formed, to take the foregoing resolutions into consideration, and to report progress at a future time." This was seconded by Mr. Crace, and unanimously carried.

After a vote of thanks to the Chairman, the meeting separated.

The subject of robberies of silk packages, when on transit, both to Europe and America, also came before the meeting. This matter, a very grave one in its nature, was referred to the committee.

SUPREME COURT OF HONGKONG.

May 22nd, 1871.

BEFORE THE HON. CHIEF-JUSTICE SMALE.

In the matter of a second writ of habeas corpus for the discharge of Kwok-a-sing.

Judgment.

Kwok-a-sing was committed to Gaol by warrant of Mr. May, Police Magistrate, dated the 7th of February, 1871, in which it was set forth as follows:—"That a communication having been received requiring the rendition of the defendant on behalf of the Chinese Government as a subject of China who has committed certain crimes and offences against the Laws of China, by participating in the murder of the crew of the French ship *Nouvelle Penelope*, and it appearing to me upon investigation of the case that there is cause to believe that the said defendant is a subject of China and has committed the said crimes against the Laws of China by *feloniously seizing the said ship at sea, and by murdering the Captain and certain of the crew of the said ship on the 4th October last past, at sea*; and further that after committing the said crimes did feloniously seize a boat belonging to the said ship, and land at a place called Pahka, in Chinese territory, on the 4th October, aforesaid, and it was thereupon adjudged that the said defendant for the said offence should be committed to gaol for detention pending the receipt of orders from H.E. the Lieut.-Governor as to his further disposal." I believe the practice has been without exception for the Governor on such a finding to deliver up the person claimed to China. A writ of *habeas corpus* was obtained, and the prisoner was brought before me, when the Superintendent of the Gaol adduced the warrant, the purport of which I have just read, as the cause of detention. On the same occasion Mr. May, in obedience to a writ of *certiorari*, returned to me the depositions on which his warrant was founded. After protracted arguments and after very much consideration the prisoner was, on the 18th of April, 1871, by this Court, to use the words of section 6 of the *Habeas Corpus Act*, "*delivered and set at large upon* " that *habeas corpus*." The prisoner was, as I understand, immediately after his having been so "set at large," seized within a gun shot of the Court, as he was proceeding towards Taipingshan, in a house, in which he had been arrested, and towards which I presume he was proceeding as to his home. Referring to what was said by the Court in *re* Douglas, in Q. B. Rep. I make no observation, because in the view I take of this case to do so is unnecessary; but if necessary it is open to the prisoner to contend that such arrest vitiated the whole of the subsequent proceedings against him, or such of them as it is his interest to allege were unsustainable in law. Such arrest was on a demand by the French Consul for the prisoner's arrest, made pending the hearing on the writ of *habeas corpus* before me, and upon a warrant granted for his arrest dated the 16th day of February last, at which time also that hearing before me was *actually pending*. An *investigation upon* this new demand by the French Consul proceeded in the Council Chamber before the Executive Council, but the Attorney-General on the 26th day of April, 1871, announced that the French Consul withdrew his demand, and that investigation terminated suddenly, the prisoner being present. Immediately thereupon the Attorney-General directed the Superintendent of Police to arrest, and he did arrest, the prisoner, in the Council Chamber, on a charge of piracy *jure gentium*. Under this arrest the prisoner was brought before Mr. May, who committed him for trial before this Court in its Criminal Sessions. On an appointment made by me at Chambers on the 10th of May, the Court sat on the 12th, specially to hear a motion for a writ of *habeas corpus* directed to the Superintendent of the Gaol, and ordering him to bring up the body of the prisoner. I granted the writ and also a writ of *certiorari* for the depositions. Both writs were returned into Court on the 15th, when I heard the motion on the second, the now pending, writ for the discharge of the prisoner. The following are the words of the substantial part of the second warrant of commitment by Mr. May, of the 10th of May, 1871. "Whereas the above named defendant was charged before me on the testimony of credible witnesses for that the said defendant, on 4th October last past, with a number of other evil disposed persons unknown, with arms upon the high seas within the Jurisdiction of the Admiralty of England, in and on board a certain ship or vessel called the *Nouvelle Penelope* upon the high seas then being in and upon one Vigoreux, the master of the said, the officers and seamen of the said ship in the peace of God and our Lady the Queen, then and there being piratically and feloniously did make an assault and the said ship, and the apparel and tackle of the said ship, feloniously and violently did steal, take and carry away; and immediately before the commission of the said felony, the said defendant and the evil disposed persons aforesaid did feloniously, wilfully and of their malice aforethought, kill and murder the said Vigoreux, the master Manfilleut, the chief officer of the said ship, and Le Jusant, Paul Gigot, Francis Labet, Edmund Mongaret and Lahmnel Alphance, seamen, and a certain Manila seaman, whose name is not known, of the crew of the said ship, and it was thereupon ordered that the said defendant should be committed to prison to take his trial for the said offence at the next Criminal Sessions of the Supreme Court." Mr. Francis deposes that the piratical and felonious acts deposed to against Kwok-a-sing on this second occasion are the same felonious acts, and no other, as those in respect of which he was on the 7th of February committed. He also deposed that Kwok-a-sing was on the 10th of May committed by Mr. May, and the offence charged in that warrant is the same, and no other, as that for which he was committed on the 7th of February last. No affidavit in contradiction or explanation having been filed, I must take these statements so far as they are statements of facts, and not conclusions of law, as established for the purposes of the present decision. I may here note that for the prosecution reliance is also placed on the fact that an information equivalent to a true bill on an indictment by a grand jury has been filed. I have drawn out in a tabular form the several charges on the first commitment, which I hold to be bad, and on the second commitment on the writ of *habeas corpus* now under consideration, and as contained in the information filed by the Attorney-General, now also relied on. The following Table shows the nakedness of the charge in one of the charges to those in the other two documents:—

6th	At sea.	No. 1.—Office—as set out on opinion of Court, which is set out at length. Piratically and feloniously seizing ship *Nouvelle Penelope*, and killing and murdering Captain and certain of the crew, with arms, &c., &c.
4th	Afterwards stealing a boat.	Feloniously seizing ship *Nouvelle Penelope*, and stealing her at sea.
2nd	On 4th of October, 1870.	No. 2.—Office—as set out on opinion of Court, which is set out at length. Piratically and feloniously assaulting, and stealing ship *Nouvelle Penelope*, and killing and murdering Captain and certain of the Crew, naming them.
1st	In possession of chattels at sea, and in peace of the Queen.	Piratically and feloniously seizing ship *Nouvelle Penelope*, and stealing her at sea.
		No. 3.—Office—as set out on opinion of Court, which is set out at length. Piratically and feloniously assaulting, and stealing ship *Nouvelle Penelope*, and killing and murdering Captain and certain of the Crew, naming them.
		On 5th of October, 1870.

Excluding entirely from consideration at present No. 3, and considering only No. 1 and No. 2, Mr. Francis contends that they describe the "same offence," and no other, and he contends that under sec. 6 of the *Habeas Corpus* Act the prisoner is entitled to be discharged from custody. Neither for or against the prisoner has any case as a precedent in point been found in the books in this Colony. I am, therefore, driven to work out for myself the precise meaning of sec. 6. Now, considering that the act was passed *inter alia* to prevent oppression by repeated arrests for the same offence, I read the operative words of section 6, as applicable to this prisoner, thus: That the person set at large upon any *habeas corpus* shall be again imprisoned or committed "for the same offence" by any person, other than by the legal process of the "court having jurisdiction of the cause." I am of opinion that the subsequent part of this section which gives a right of action need not be referred to for the purpose now before me. Now, as I have said, I am bound to believe the uncontradicted affidavit that the offence mentioned in each of Mr. May's commitments is one and the same, and no other. Moreover, the bad act which is the meaning of "offence" as set out in each column appears to me to be the same in substance. Now who or what has authority given to him or it to again imprison or arrest the man set at large? The "Court having jurisdiction of the cause," and no other. Can Mr. May, or can his Court, be so designated? Coz. v. Coleridge, 1 B. and C. 37, but which I always read in 3 Burns Just. by Chetwyn, 1825, a most instructive case, with which I was more familiar some thirty or forty years ago than now, shows that although when sitting to punish under a statute, Mr. May sits as a Court, yet that when he sits as a magistrate with a view to committal for trial before this Court his magistracy is not a Court. His is a "preliminary inquiry" and not a "trial." But concede it to be a "Court," has it or can it have "jurisdiction of the cause." Now jurisdiction is an authority *judicere*, which has been well translated to pronounce judgment—to give a judicial decision that is to end and determine the cause, which Mr. May certainly has no authority to do. This simple etymological analysis conclusively to my mind excludes Mr. May's power to commit as an exception to the general prohibition of a second commitment in the 6th section. I heard a cross motion by the Attorney-General to quash the writ of *habeas corpus*, by reason that Kwok-a-sing stands committed for trial at the next Sessions before this Court for felony, plainly expressed on the warrant of commitment. Now this notice amounts to an admission by the prosecution that the charge of piracy in column No. 2 is a charge of felony equivalent to that set out in column No. 1. That is, that the charge on the second commitment is the same as the charge on the first commitment, but if that be so, then charge No. 2 is absolutely prohibited by section 6. The second ground for this cross motion is this, that subsequently to the committal by Mr. May, and previous to the issuing of the 2nd writ of *habeas corpus* Kwok-a-sing was duly served with an information (being here equivalent to a True Bill by a Grand Jury in England) whereby he is charged with piracy with violence. Now referring to No. 3 of the tabular statement before referred to, this information is identical in substance though not in precise words in charging the same offence (piratical and felonious being but different modes of designating the same bad act—offence) as the charges in No. 1 and No. 2. The taking of the $10,000 and the apparel and the ten watches in the Attorney-General's information No. 3 of tabular statement, is laid as having occurred whilst these articles were in the custody and to have been taken against the will of the Captain and crew—that is, during their lives; that is between the first outbreak and their deaths on the 4th of October (a very short period) these takings were therefore part of the main felonious or piratical *res gestæ*. In respect of No. 1, I have already said that there was no legal ground of charge against this prisoner. On the present depositions, No. 2, still less can this prisoner be convicted, and I do not see how on such evidence the information No. 3 can be sustained in law, or how it is other than a charge to the same purport as No. 1 and No. 2, and on this information he is not a prisoner. The Attorney-General contended that this information, the purport of which appears in No. 3 of the tabular statement, takes Kwok-a-sing from out of the protection of sec. 6, and brings him within the provisions of sec. 7 of the *habeas corpus* act. My opinion is that there are no words in sec. 7 that take away the protection of sec. 6. That sec. 7 takes up a subject essentially different from the subject-matter of the enactments up to sec. 7. That 7th section confines itself to cases which proceeded without any writ of *habeas corpus*, and it provides for the then frequently occurring oppression of the subject by repeatedly postponing the trial of the person charged. I am on the whole of opinion that Kwok-a-sing is entitled to be discharged, and I deliver him and set him at large. The Attorney-General having stated that officials from Macao purpose to come over, and to give evidence on the trial of this prisoner, I am on that account very much disappointed. The more thoroughly the whole history of the *Nouvelle Penelope* is ventilated the better for humanity. It will be lamentable if these officials cannot be examined and cross-examined in an open court. Macao would be as much upon its trial before the world as this poor miserable man Kwok-a-sing, who has been now ever since the 7th of February stretched on a rack of mental torture, compared with which the Chinese much abused ordinary physical tortures would be bearable. In the course of the argument the Attorney-General asked from the court an order of detainer against the prisoner on account of the existence of the information filed by him. He offered no precedent for such an act by the court, and I know of no authority on which I could justify compliance with his request upon this hearing of the application on this writ of *habeas corpus*. The prisoner is free, and effect must at the risk of a contempt of this court be given to the decision of this court which sets him free. The questions arising out of the case of the *Nouvelle Penelope* have attained an unprecedented interest since that catastrophe has been followed by the horrible incidents connected with the deaths by burning of the coolies on board the *Dolores Ugarte*. Many seamen and coolies who have escaped from the appalling scene, a ship on fire, are now in this colony. It is due to the authorities at Macao, maligned as they are said to be, that this friendly Government should publicly by a Commission of Inquiry elicit the truth, the whole truth, authoritatively, and that this office should not be left to the conductors of the newspaper press here, whose active investigation in the absence of a better organised and authorised inquiry must be much less satisfactory, though honest. Such an inquiry will, I doubt not, be expected by the authorities at home. It will be looked for by the whole civilized world which now sits in judgment as in international conclave on such horrors as these. Such an investigation is the more called for here since the *Dolores Ugarte* was fitted up having all her slave carrying appliances, in the waters of this Colony. It has been asked why was she not stopped and prosecuted here? Could nothing have been done either under Ordinance No. 1 of 1862, sec. 7, or under that most comprehensive act of the Imperial Legislature 5 Geo. 4, c. 113, especially sec. 10? I can not see that the past. No blame attaches to any one, especially with the notion prevalent as to what the law was. As to the past, whilst I claim credit for having acted according to my convictions, I am bound to, and do assume that they who acted differently intended right at least equally with myself. It would be useful to know what ship and flying what flag, it was that towed the *Dolores Ugarte* out of the Macao roads, and whether any, and what, insurers, and being of what nationality, secured as a debt of *honor* to the slavers the value of the living cargo of the *Dolores Ugarte* in the event that has happened. Not further referring to the past, if I am not mistaken, even now, two, if not several, vessels are within these waters under the control of the Harbour Master, whose fittings and appliances plainly indicate their destination for that slave trade, against which, as by common consent, Chinamen make the only terrible protest in their power. Like Sampson, whom from infancy we have been taught to admire (to admire is in the young to years to imitate), they have immolated, and will continue to immolate, their masters heedless of the results to themselves. Macao and the coolie ships divide the large profits of this traffic, but has not this Colony acted the part of the Lion's provider, and has not here a small part of the profits attending these adventures been distributed? If the answer be in the affirmative, must not this colony share, and does she not in fact, rightly or wrongly, share with Macao, the discredit of this atrocious trade among the Chinese? To recur to the information filed by the Attorney-General against the prisoner, it charges that the *Nouvelle Penelope* was "in the peace of our Lady the Queen;" that is a necessary fact to be proved to give this Court jurisdiction to try this prisoner upon this information. On the depositions first before me I held that the *Nouvelle Penelope* was a pirate ship as a conclusion of Law. The evidence in the depositions on which exclusively this information is and must be founded and filed—(the Attorney-General can legally import no other into his mind) is certainly in this respect, as to the prisoner's guilt, *ut idem*, not more if so much. Now if she was a pirate ship can she being an enemy of all mankind be other than an enemy of the Queen? And an enemy's ship is not in the peace of the Queen—see Arch. Plea and Evidence p. 366, 15th edition. Whether the acts charged against this prisoner be piratical or not in themselves, has this

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tf 1694 Hongkong, 3rd September, 1869.

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Vienna BOOTS, $4.00 per pair.
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tf 582 Hongkong, 5th April, 1871.

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tf 1130 Hongkong, 11th May, 1867.

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tf 633 Hongkong, 19th April, 1871.

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tf 310 Hongkong, 15th February, 1871.

NOW READY.

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ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, by the Rev. W. LOBSCHEID, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming choices for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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tf 732 Hongkong, 1st May, 1871.

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Superior PORT WINE, } bottled in the
Very Superior SHERRY, } London Docks,
CLARET, "Old Medoc," } by Startup & Keutish, L'don.

PAUL EHLERS & Co.

tf 2141 Hongkong, 8th December, 1870.

The Chronicle and Directory for 1871

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

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THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

Messrs. DROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
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Mr. G. STREET, Cornhill, London.
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TO BE LET, or SOLD by PRIVATE CONTRACT, the Business Premises lately in the occupation of the Supreme Court, Queen's Road Central.

The Building can be let either as it stands, or rearranged in sets of Offices, with or without dwelling rooms, as may be required.

Apply to Messrs. RAWLING, MEDLEN & Co., (over Hongkong Dispensary), where Plans for the Alteration of the premises may be seen.

JARDINE, MATHESON & Co.

tf 336 Hongkong, 21st February, 1871.

HAWKINS'S LIVERY STABLES,
Rear of Murray Barracks, Hongkong.

HORSES taken on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, always on hand for Sale.
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PONIES do. do. do.
HORSE SHOEING on the most improved principles, under his own superintendence.

T. E. HAWKINS,
(Late of Bengal Horse Artillery),
Proprietor.

tf 559 Hongkong, 18th April, 1871.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Skils or Awnings.

tf 858 Hongkong, 30th April, 1869

A. MILLAR & CO.,
HOUSE, SHIP AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.

tf 837 Hongkong, 1st March, 1871.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,

tf 1422 QUEEN'S ROAD, HONGKONG. [Ag]

Insurances.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT-PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate
Above 1 month and not exceeding.....	3 " ¼ do. do.
Above 3 months and not exceeding.....	6 " ¼ do. do.
Above 6 months the full annual rate.	

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.

tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	¼ of the annual rate.
Not exceeding 1 month.	½ do. do.
Above 1 month and not exceeding 3 months...	¾ do. do.
Above 3 months and not exceeding 6 months...	1 do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL.—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821.
And empowered by special Acts of Parliament.
Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents..	½ per cent.
Other Dwelling Houses, used strictly as such, and their contents.	¾ per cent
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents.	¾ "
Godowns, Offices, Shops, &c., and their contents.	1 "

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding ten days	¼ of the annual rates
Not exceeding 1 month	½ do. do.
Above 1 month, and not exceeding three months.	¾ do. do.
Above 3 months, and not exceeding six months...	1 do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents.	½ per cent
Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents.	1 per cent.

Other Risks by special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days 4th per cent.	
Not exceeding..... 1 month	¼ per cent.
Above 1 month, and not exceeding.....	3 " ¼ "
Above 3 months, and not exceeding.....	6 " ¼ "
Above 6 months, the full annual rate of 1	

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

GILMAN & Co.,
Agents.

tf 437 Hongkong, 9th March, 1871.

Insurances.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, ratably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co.,
Agents.

tf 1492 Hongkong, 27th July, 1870.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15 %.

BUTTERFIELD & SWIRE.

tf 1753 Hongkong, 1st October, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE,
Agents, 4, Praya.

tf 1569 Hongkong, 26th August, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbour, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (en quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the

LLOYD FRANCAIS, Capital of 6,000,000 frcs.
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of..... 5,000,000 frcs.

Offers to the Assured the Security of a collective Capital of..... 17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 13th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.

tf 538 Hongkong, 17th March, 1869.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rate
Not exceeding 1 month	½ of the annual rate
Above 1 month, and not exceeding.....	3 " ¼ do. do.
Above 3 months and not exceeding.....	6 " ¼ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLIPHANT & Co.

tf 1292 Hongkong, 2nd July, 1869.

PACIFIC INSURANCE COMPANY.

THE above Company is prepared to accept risks on MERCHANDISE with average at current rates, from HONGKONG to SAN FRANCISCO per STEAMER or first-class IRON SAILING VESSEL, and to ice per RAIL to cities in the Eastern States between PORTLAND & BALTIMORE on the Atlantic, both ports included, and between MILWAUKEE and ST. LOUIS in the interior, both inclusive. Also on MERCHANDISE F.P.A. by RAILROAD from SAN FRANCISCO to cities in the Eastern States as above, at 5/8% net.

RUSSELL & Co.,
Agents.

tf 1461 Hongkong, 6th August, 1870.

Notices of Firms.

NOTICE.

MR. CHARLES LYALL GRANT was admitted a Partner in our Firm on the 1st ultimo.

ADAMSON, BELL & Co.

1m 802 China and Japan, 15th May, 1871.

THE undersigned have this day established themselves as MERCHANTS and COMMISSION AGENTS at this port, under the style or firm of FINDLAY, WADE & Co.

JAMES FINDLAY, Senr.
H. T. WADE.

895 Shanghai, 22nd May, 1871.

NOTICE.

THE Partnership hitherto existing between WILLIAM CLARK EASTLACK and HENRY HOLMES WINN, as Dental Surgeons, is this day dissolved by mutual consent and the efflux of time.

W. C. EASTLACK, D.D.S.
H. H. WINN, D.D.S.

2m 867 Hongkong, 8th May, 1871.

MR. FRANCIS GILMAN is this day admitted a Partner in our Firm.

GILMAN & Co.

Hongkong, China and Japan, 1st May, 1871.

1m 854 [May 15

NOTICE.

MR. GEORGE S. HARDY is authorized to sign our Firm, per procuration, in Foochow, from this date.

BIRLEY & Co.

tf 804 Hongkong, 8th May, 1871.

MR. T. E. HEYDEN has this day been admitted a partner in my firm.

F. PEIL.

2m 746 Hongkong, 27th April, 1871.

NOTICE.

THE undersigned having established himself as Wholesale and Retail TOBACCONIST and COMMISSION AGENT, at No. 10, *Queen's Road*, next to Messrs. Lammert, Atkinson & Co., respectfully solicits the patronage of the public.

J. C. KRUSE.

tf 641 Hongkong, 15th April, 1871.

MR. E. W. VON BERGEN retired from our firm, and his interest and responsibility therein ceased, on the 31st December, 1870.

DEETJEN & VON BERGEN.

Hongkong, 14th April, 1871.

I SHALL continue the business hitherto carried on under the name of DEETJEN & VON BERGEN from this day, under my own name, as DEETJEN & Co.

Mr. ADOLF STRACK is authorized to sign the firm, per procuration.

EDUARD DEETJEN.

3m 642 Hongkong, 15th April, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.

EDWARD NORTON.
ROBERT LYALL.

tf 1 Hongkong, 1st January, 1871.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.

L. FRICKEL & Co.

tf 2002 Hongkong, 21st October, 1869.

NOTICE.

MR. WILLIAM HENRY MOORE and Mr. OTTO FRIEDRICH, have this day been admitted partners in our firm.

LAMMERT, ATKINSON & Co.

tf 1258 Hongkong, 30th June, 1870.

THE interest and responsibility of Mr. THEODOR PROBST, in our firm, ceases from this date.

WM. PUSTAU & Co.

Hongkong and China,
7th of February, 1871. [6m 257

NOTICE.

THE interest and responsibility of Mr. EDWARD PETTET in our Firm ceased on the 31st December last.

Mr. ALFRED HUTCHISON was admitted a Partner therein on the 1st January.

DEACON & Co.

tf 397 Canton, 1st March, 1871.

NOTICE.

THE interest and responsibility of Mr. JAMES TAIT in our firm ceased from 31st January last.

TAIT & Co.

1m 838 Amoy, 27th April, 1871.

NOTICE.

MR. JOHN CHRISTIE MASSON and Mr. WILLIAM CUNNINGHAM JOHNSTON have been admitted partners in our firm from the 1st of February, 1871, and our Agencies at Takao and Taiwan-foo will continue to be managed by Mr. JOHN CHRISTIE MASSON.

TAIT & Co.

1m 747 Amoy, 27th April, 1871.

NOTICE

I HAVE this day established myself at this Port as WATCHMAKER & GENERAL STORE KEEPER.

ERNEST LEMATTRE.

1m 837 Amoy, 1st April, 1871.

THE undersigned beg to give notice to all whom it may concern, that on 25th April, 1871, he gave notice of dissolution of partnership to Dr. HENRY C. SHERWIN, late partner in the firm of Doctors SOMERVILLE & SHERWIN, Foochow.

The undersigned cannot be responsible for any debts or engagements made by Dr. SHERWIN on account of the firm, after the above mentioned date.

JOHN R. SOMERVILLE, M.D. &c.

Pagoda Anchorage,
8th May, 1871. [1w 839

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorized to sign our firm from this date.

BIRLEY, WORTHINGTON & Co.

tf 829 Shanghai, 1st May, 1871.

Vessels on the Berth.

FOR SHANGHAI.

THE Steamer

"SUWONADA,"

Capt. Clark, will have quick despatch for the above port.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

tf 877 Hongkong, 22nd May, 1871.

FOR NEW YORK.

THE German Ship

"KATI,"

will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 870 Hongkong, 19th May, 1871.

FOR SAN FRANCISCO.

THE *A* 1 British Ship

"PORTLAW,"

Rice, Master, will have early despatch for the above port.

For Freight or Passage, apply to
RUSSELL & Co.

tf 796 Hongkong, 8th May, 1871.

FOR MANILA.

THE Spanish Brig

"GRAVINA,"

Captain Barecio, will have quick despatch for the above Port.

For Freight or Passage, apply to
REMEDIOS & Co.

tf 868 Hongkong, 18th May, 1871.

FOR LONDON.

THE *A* 1 Clipper Ship

"NORMAN COURT,"

Captain Andrew Shewan, with a considerable portion of her cargo engaged, will load at Whampoa and Macao.

For Freight, apply to Messrs. DRACON & Co., Canton.

TURNER & Co.

tf 865 Hongkong, 18th May, 1871.

FOR SYDNEY *(direct).*

THE *A* 1 British Barque

"LADY TURNER,"

Vincent, Master, has room for about 100 Tons Measurement Goods, and will have early despatch as above.

For Freight or Passage, apply to
RUSSELL & Co.

tf 794 Hongkong, 8th May, 1871.

Vessels on the Berth.

FOR SHANGHAI.

THE Steamship

"CANTON,"

Jaques, Master, daily expected, will have immediate despatch as above.

For Freight or Passage, apply to
SIEMSSEN & Co.

tf 903 Hongkong, 25th May, 1871.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s steamship

"MALACCA,"

will leave for the above place 24 hours after the arrival of the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, 25th May, 1871. [tf 909

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s steamship

"OTTAWA,"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office.
Hongkong, 25th May, 1871. [tf 910

COMPAGNIE DES MESSAGERIES MARITIMES.

THE Steamer

"PHASE."

Capt. Varangot, will be dispatched to NAGASAKI *(direct)* on or about the 1st of June next.

For Freight or Passage, apply to
C. BERTRAND,
Principal Agent.

8d 898 Hongkong, 25th May, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"YESSO,"

Captain Ashton, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

tf 882 Hongkong, 23rd May, 1871.

STEAM TO SOUTHAMPTON *via* SUEZ CANAL.

THE P. & O. steamship

"AUSTRALIA,"

3648 Tons Register, and 800 nom. H.P., taking H.M. Mails from this port on the 9th of June, will proceed through the Suez Canal to Southampton.

For particulars regarding freight, insurance, or passage, please apply at the Company's Office.

A. McIVER,
Superintendent,

834 Hongkong, 13th May, 1871.

FOR MANILA.

THE Steamer

"MARS,"

Capt. McCaslin, to arrive from Amoy, will be despatched for Manila on the 28th or 29th current. All master packages and parcels must be sent to our office.

For Freight or Passage, apply to
AUGUSTINE HEARD & Co.

tf 878 Hongkong, 22nd May, 1871.

FOR SYDNEY *(direct),*
To follow the "Lady Turner."

THE British Barque

"GUIDING STAR,"

Bishop, Master, will meet with early despatch as above.

For Freight or Passage, apply to
RUSSELL & Co.

tf 793 Hongkong, 8th May, 1871.

FOR MELBOURNE AND SYDNEY.

THE British Barque

"MARY MILLER,"

Taylor, Master, of 271 Tons Register, will meet with early despatch as above.

For Freight or Passage, apply to
RUSSELL & Co.

tf 754 Hongkong, 3rd May, 1871.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 British Clipper Ship

"MARQUIS OF ARGYLE,"

Capt. McKeon, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to
ROZARIO & Co.

tf 667 Hongkong, 20th April, 1871.

FOR MELBOURNE *via* DUNEDIN.

THE Ship

"NOORD BRABANT,"

Capt. Frost, having a great portion of her cargo engaged, will have a quick dispatch for the above ports.

For Freight or Passage, apply to
ROZARIO & Co.

tf 636 Hongkong, 13th April, 1871.

FOR PORTLAND (OREGON).

THE American Barque

"GARIBALDI,"

Capt. A. Noyes, will have a quick dispatch for the above port.

For Freight or Passage, apply to
ROZARIO & Co.

tf 787 Hongkong, 8th May, 1871.

FOR SAN FRANCISCO.

THE *A* 1 American Barque

"AUREOLA,"

Ross, Master, will have quick despatch for the above port.

For Freight, apply to
OLYPHANT & Co.

tf 603 Hongkong, 8th April, 1871.

FOR MELBOURNE *direct.*

THE British Ship

"JOSHUA BATES,"

Capt. Sydserff, will have quick dispatch for the above port.

For Freight or Passage, apply to
ROZARIO & Co.

tf 551 Hongkong, 1st April, 1871.

FOR SALE, FREIGHT OR CHARTER.

THE New Swedish Clipper-barque

"SIAM,"

of about 7600 piculs carrying capacity, C. F. Frennessen, Master, classed 3/3 I. L. L. with a Star for seven years, built in Gefle under special survey in 1870.

For particulars, apply to
SIEMSSEN & Co.

tf 891 Hongkong, 24th May, 1871.

NOTICE.

THE undersigned purchased the Goodwill, Stocks-in-trade, and Furniture of Wo-ju-kee. Everything was settled between the undersigned and the late proprietors of Wo-ju-kee shop on the same date. It is hereby notified that the undersigned will not hold themselves responsible for any debts and rent contracted by the late proprietors of the above shop.

YUE CHEONG HONG.

1m 779 Hongkong, 6th May, 1871.

炭煙記榮
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronize him, are requested to apply at his Shop.

1y 689 Hongkong, 24th April, 1871.

炭煙典厰
A-YON, SHIP COMPRADOR, STEVEDORE, BALLASTER AND WATER SUPPLIER, Hongkong and Whampoa, (the same proprietor), keeps on hand and for Sale well assorted Supplies of Oilman's Stores, and Coal of all kinds. Shipping supplied at the shortest notice with all kinds of Ballast, and fresh Provisions at moderate charges.

No. 57, PRAYA WEST.

1y 728 Hongkong, 29th April, 1871.

炭煙典厰
NOTICE OF REMOVAL.

THE undersigned Coal Shop has been REMOVED to the Premises, No. 30, *Endicott Lane.* The Proprietors beg to notify that they have always on hand all sorts of Coal for sale at very moderate prices. Gentlemen who favor them with their patronage are requested to apply to the above address.

KWONG-KEE.

12m 1291 Hongkong, 7th July, 1870.

Post-Office Notifications.

A mail will close.

The Mail for Shanghai, per *Emblahope*, will close at 0.30 P.M. to-day, the 26th instant, instead of at the time previously notified.

MAILS BY THE "*ENGLISH PACKET*"

The English Contract Packet "*TRAVANCORE,*" will be dispatched with the usual Mails for Europe, &c., on FRIDAY, the 26th instant, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 25th instant.

The Post-Office will be open until 7 P.M. on the 25th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 26th instant.

Letters may be posted until 10 A.M. on the 26th instant, without late fee.

Letters posted after 10 A.M. on the 26th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The Latest time for posting Letters at this Office is 11 A.M., and for